

Only a short time ago, the automotive newspapers and magazines published the remarkable news that the General Motors Corporation sold to the public, during the first half of 1927, 840,481 cars, showing an increase of 220,291 car sales over the same period of 1926. Buick, probably the best known General Motors car, contributed a considerable share to this performance.

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China Mail

ESTABLISHED 1845

No. 25,939

HONG KONG, FRIDAY, AUGUST 3, 1928.

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NEW POST FOR SIR C. CLEMENTI.

AS MINISTER?

REPORT OF H. E.'S APPOINTMENT TO PEKING.

SYMPATHY FOR CHINESE.

The "China Mail" understands that H.E. Sir Cecil Clementi, K.C.M.G., Governor of Hong Kong, at present on leave, is to be appointed to a very high diplomatic post.

The British Ministry at Peking is mentioned as the likely appointment.

The present Minister to China, Sir Miles Wedderburn Lampson, K.C.M.G., C.B., M.V.O., was promoted Envoy Extraordinary and

"ARE ALL OUT OF THE COLONY."

UNUSUAL POSITION.

COURT PARTIES AND WITNESS WHO WILL BE AWAY.

FOREIGN LADIES AT LAW.

An unusual position arises out of a case which came before the Summary Court this morning, causing Mr. C. A. S. Russ to remark:—

It seems to me they are all out of the Colony. The plaintiff is out of the Colony, the plaintiff's principal witness is going out of the Colony, and the defendant is out of the Colony!

Plaintiff is Mabel Durham who sues Madame Chiffon for \$369.11. She was represented by Mr.

"OUGHT TO FOLLOW AMERICA."

CHINA DEBATE.

LABOUR LORD'S ADVICE ON TARIFF MATTERS.

GOVERNMENT'S REPLY.

London, Yesterday. Lord Parmoor, a member of the former Labour Government, initiating in the House of Lords the foreign debate, and referring to China, expressed the opinion that although it might mean some risk and require courage, Britain ought to follow the United States policy very soon.

The Marquis of Salisbury (Lord Privy Seal), in reply, declared that the Tariff concessions which the American Government had granted China were strictly limited by a "most favoured nation" clause and constituted purely a suspensory concession. Nothing would happen in respect to Sino-American Tariff relations until the American Government could be assured that the conditions which America had obtained were no less favourable than the conditions any other country had obtained.

The Marquis of Salisbury also pointed out that peaceful conditions in China had not yet been obtained but the British Government marked with great satisfaction that recently there was a movement in favour of disbandment of some troops.—Reuter.

THE AMUR FLOODS.

THE RIVER NOW BEGINNING TO FALL.

10,000,000 ROUBLES LOSS.

Moscow, Yesterday. Seven villages in the Amur flood area have completely disappeared.

The preliminary estimates of the losses over the whole area total ten million roubles.

The waters of the Amur have begun to fall.—Reuter.

CAPT COURTNEY.

AVIATOR PICKED UP IN THE ATLANTIC.

New York, Yesterday. A wireless message has been picked up at Portland from the liner "Franconia," stating that Captain Courtney has been forced down in the Atlantic, 500 miles from the Azores. He wants help but is in no immediate danger.

The steamers "Cedric" and "Celtic" are dealing with the request. All Well.

The a.s. Minnewaska has wirelessed that Courtney and the crew are all well.

[Capt. Courtney was attempting the second stage of his two way Atlantic flight, from the Azores to Newfoundland.]

WORK RESUMED.

SOUTH INDIAN RAILWAY TROUBLE.

Madras, Yesterday. The majority of the strikers of the South Indian Railway have resumed work unconditionally. The agents have withdrawn recognition of the labour union but have agreed to receive a deputation of workers.—Reuter.

PARLIAMENT.

NEW SESSION ON NOV. 6TH.

London, Yesterday. The Premier announced in the House of Commons that the new session of Parliament will open on November 6.—British Wireless Service.

SCHOOL CHIEF IS LEAVING.

GARRISON HEAD.

MR. WATERSON LEAVING SERVICE IN TROOPING SEASON.

TO-DAY'S PRESENTATIONS.

The annual prize giving of the Garrison Children's Schools of Hong Kong was held in the Headquarters of the Hong Kong Volunteer Defence Corps this morning, in the presence of a large attendance of parents of the students.

Amongst those present were H. E. Major-General C. C. Luard, C.B., C.M.G., (General Officer Command-



Capt. J. Charnock, Command Education Officer.

ing), who was accompanied by Mrs. Luard. Owing to the unavoidable absence of Mrs. W. T. Southern, who was to have distributed the prizes, the ceremony was gracefully performed by Mrs. Luard, who upon arrival at the Drill Hall was presented with a beautiful bouquet of flowers by one of the smaller girls of the schools.

The prizes were distributed following a song by the elder children of the schools. The song was quite harmoniously sung and deservedly well applauded.

TWELVE LITTLE MOTHERS. After distributing the prizes, Mrs. Luard congratulated the teachers and students of the schools on the fine performance in all departments during the year. She made special mention of the fine concert which some of the stu-

FAIR WEATHER.

South west winds, moderate, fair, is the official weather forecast until noon to-morrow.

Pressure is high to the north of Japan and low over China. A depression is still shown between the Bonins and South-West Japan.

these 75 are in the G.C. School, and of these 75, 68 are able to swim. Twenty of these have learned this summer. In January of this year five scholarships were awarded by the Hong Kong Education Authority to the Kowloon British School where more advanced education is provided. Three of these scholarships were taken advantage of.

The Girl Guide and Boy Scout Associations are represented in the school as follows:—Brownies, 17, Girl Guides, 1, Clubs, 5, Boy Scouts 13.

During the past year the discipline of the school has been well maintained, and that without friction. Cleanliness, cheerfulness, liveliness, and neatness of dress all reflect credit on both parents and staff.

OUTSTANDING EVENT. The outstanding event of the year has been the concert run solely by the staff and scholars. Its origin was a Fairy Play given by the children at Christmas to parents and friends in the nature of a school breaking-up party.

Mrs. Luard suggested that the Play was worth repeating to an outside audience. Additional items were added and in March the concert was given in Mount Austin Barracks and in the Royal Eastern Theatre. The staff worked hard, and supported by the parents in the provision of dresses and costumes, made the concert a success. The result was that the sum of \$850 was handed to the Treasurer of the Military Branch of the Ministering Children's League.

Several of the performers left the Colony the day after the concert taking with them the pleasing thought that their last act in Hong Kong had been to take part in an effort to benefit children less fortunate than themselves.

The numbers on the books at present are:—Army children, 78, Navy 21, Pensioners, 18, Civilians 20. Of

NOW SECOND AT AMSTERDAM.

THE OLYMPICS.

BRITISH EMPIRE COMPILS SIXTY-FIVE POINTS.

U.S.A. LEADS.

Amsterdam, Yesterday. The following table of points is an unofficial one:—

United States	90
British Empire	65
Finland	38
Germany	28
Sweden	27
Japan	11
France	9
Norway	9

The British Empire's 65 points comprise:—

Britain	29
Canada	19
South Africa	11
Ireland	6
Australia	0

—Reuter.

Javelin Throwing. Lundqvist (Sweden) 66.6 metres.

Szepes (Hungary) 65.26. Sunde (Norway) 63.97.

Hop, Step and Jump. Ota (Japan) 15.21 metres. Casey (U.S.A.) 14.81.

Nambu (Japan) 4th 15.01. 800 Metres (Women).

Frau Radke (Germany) 1. 1. Hitori (Japan) 2. 2. Gentzel (Sweden) 3. 3. Thompson (Canada) 4. 4. Rosenfeld (Canada) 5. 5. MacDonald (U.S.A.) 6. 6.

Won by two yards; three yards between second and third. Time: 2 mins. 16.4/5 seconds.

Frau Radke, as Fraulin Batschauer, previously held the world's record for this distance with a time of 2 mins. 23.4/5 seconds.

1,500 Metres. Larva (Finland) 1. 1. Ladoumague (France) 2. 2. Purge (Finland) 3. 3.

Won by two yards; three yards between second and third. Time: 3 mins. 53.1/5 seconds.

An Olympic record.

Folls (Women). Fraulein Mayer (Germany) 1. 1. Miss Freeman (Britain) 2. 2. Fraulein Oelkers (Germany) 3. 3.

Men. Gaudin (France) 1. 1. Casimir (Germany) 2. 2. Gaudini (Italy) 3. 3.

KENNEDY-ROAD CASE JUDGMENT.

SENTENCE QUASHED.

LENGTHY DOCUMENT READ BY THE CHIEF JUSTICE.

FULL COURT'S FINDING.

Judgment was delivered to-day by the Full Court of Appeal in the case of Rex v. Chung Yu-fan, the finding being that the conviction by Major C. Willson, O.B.E., Second Police Magistrate, be quashed.

The appellate proceedings having lasted three days and the sitting on the last day having concluded at a very late hour, the judgment of their Lordships, the Chief Justice (Sir Henry Gollan, C.B.E., K.C.), and the Puisne Judge (Mr. Justice P. Jacks), was of considerable length.

Much interest has been caused by the prosecution and subsequent proceedings. Chung Yu-fan was charged with indecent exposure at about 7.30 p.m. on May 21, at Kennedy-road. The complainants were Mrs. Lea and Mrs. Leppard of Military Married Quarters, Kennedy-road. Stages in the proceedings were as follows:—

May 21: Chung Yu-fan arrested when claiming his motorcycle, then in the charge of a Chinese detective at Kennedy-road.

May 25: Charged before Major C. Willson, O.B.E.

June 9: Conviction after several remands and sentence of one month's imprisonment without the option of a fine. Leave to appeal granted.

July 24: Appeal Court sat, when a sensation was caused by the Crown applying for the appeal to be struck out on the ground of an alleged defect in the documents.

July 28: Their Lordships announced that a written judgment would be delivered, in view of the importance of the case.

Mr. F. C. Jenkin (instructed by Mr. F. H. Loseby) was for the appellant. He criticised the Police methods at the identification parade. The Chief Justice also expressed dissatisfaction with the evidence of the identification parade.

Mr. Somerset Fitzroy (Assistant Attorney-General) appeared for the Crown. Det. Sub-Inspector Rozesky was in charge of the Police case.

ALLEGED ASSAULT.

MONGKOK SHOEMAKER VARIES HIS STORY.

CHARGE WITHDRAWN.

At the Kowloon Magistracy yesterday, Mr. W. Schofield concluded the hearing of the case in which two Chinese were charged with demanding, with menaces, \$33 from a Mongkok shoemaker, and with using threats to entice the complainant to join a Triad Society.

The police case was based on information given by the shoemaker that he was first asked to join the Triad Society, and when he refused, he was assaulted. The shoemaker's story was varied in the witness box. He said that the demand for money was made by the first defendant on July 15, following an assault on him by some other men on the previous day.

The police then asked leave to withdraw the charge. The defendants were accordingly discharged. Mr. F. H. Loseby was for the defence.

DOCK MAN'S WILL.

MR. C. R. CRISPIN, LATE SHIPWRIGHT.

Re-sealing of letters of administration (with will attached) to the estate of Mr. C. R. Crispin, formerly shipwright of the Hong Kong Whampoa Dock Co., Ltd., has been granted to Mr. D. J. Lewis, attorney for Minnie Carter of Falmouth, Cornwall, who in turn is the attorney for Mr. L. E. Paine, engineer of the Douglas S.S. Co., Ltd.

Mr. Crispin died in Falmouth on March 1, 1925. His estate is valued at £2,411 8s. 9d. and estate in Hong Kong has been sworn under \$1,700. In his will, he bequeathed everything to his daughter, Miss Joan A. Crispin, on her reaching the age of 21.

OUR CONSULATE AT NANKING.

REPAIRS PROMISED.

DR. C. T. WANG SAYS CONTRACT HAS BEEN SIGNED.

SEQUEL TO 1927 INCIDENT.

Nanking, Yesterday. Dr. C. T. Wang, the Nationalist Foreign Minister, in the course of a conversation, stated that repairs to the British Consulate-General at Nanking are to be put in hand immediately, the contract for which having been signed already.—British Naval Wireless.

[Note: The British Consulate-General at Nanking has been damaged since March, 1927, when the city was taken by the Nationalists and the 6th Army ran wild. Since then it has been in intermittent occupation by troops under Nationalist orders.]

THE NATIONALISTS.

Shipment of Arms: Troop Movements.

Shanghai, Yesterday. Local Press reports indicate that the Nationalist Government has ordered the seizure of the shipment of arms and ammunition going up the Yangtze River to General Liu Hsiang of Szechuan province.—British Naval Wireless.

[Note: At first the shipment was held up in Shanghai. It was then released, ostensibly because Liu Hsiang is a supporter of the Nationalists against General Yang Sen. Subsequently, it was reported that Yang Sen was being helped by the Nationalists of Hankow and this may be the cause of the sudden re-commencement of hostility to Liu Hsiang, who bought a shipload of guns and ammunition from abroad.]

By River and Rail. Nanking, Yesterday. Considerable troop movements have taken place from Fukow, across the Yangtze to Nanking, thence by rail to Shanghai, and by steamer to Kiukiang, in Kiangsi province.—British Naval Wireless.

Bandits Routed. Changsha, Yesterday. It is reported here that Liling and Pingkiang have been recaptured by the Nationalist forces from the local bandits and guerrillas who have been active in Kiangsi and Hunan.—British Naval Wireless.

Great Wall Campaign. Shanghai, Yesterday. Nationalist troops are rapidly advancing against the Northern forces within the Great Wall, says the Kuo Min news agency, which adds that Marshal Chiang Kai-shek has telegraphed to his generals that while all the Northern troops within the Great Wall must be completely exterminated within the shortest time, attention must be paid to the protection of foreign residents and their property, especially in Tangshan and Lwanchow.—Reuter.

Peking's C-in-C. Peking, Yesterday. General Yen Hsi-shan has telegraphed to Nanking from Taiyuanfu, requesting a week's sick leave on the advice of his medical attendants.

While there appears to be no doubt that he is seriously ill, his movements are causing considerable speculation here. It is reported that he does not intend to return to Peking to resume the duties of Nationalist Commander-in-Chief at Peking and Tientsin.

Weight is given to this report by the fact that large numbers of his (Shan's) troops are returning to their home province. It is reliably stated that ten divisions are returning to Taiyuanfu, leaving only three divisions to garrison Peking and Tientsin.—Reuter.

Pukow Railway. Shanghai, Yesterday. The Kuo Min news agency states that the head office of the Tientsin-Pukow Railway is being removed from Tientsin to Pukow.—Reuter.

Mr. Chu Chao-hsin. Shanghai, Yesterday. Mr. Chu Chao-hsin has arrived from Hong Kong and is leaving for Nanking this evening to assume the Vice-Ministership of Foreign Affairs.—Reuter.



H.E. Sir Cecil Clementi, K.C.M.G.

Minister Plenipotentiary at Peking on October 22, 1926.

Sir Cecil Clementi was appointed Governor of Hong Kong on November 1, 1925, coming from Ceylon. He was Assistant Colonial Secretary in 1907.

Sir Cecil is a sinologue of note and possesses a deep understanding of the Chinese as well as sympathy for their national aspirations so long as their efforts are conducted along orderly and civilised lines.

Shortly before His Excellency departed on leave he was instrumental in cementing the bonds of friendship between the Colony and the Administration of Kwangtung and Kwangsi at Canton. Sir Cecil's efforts in this direction were generally acknowledged, and seeing that the Nationalists, erstwhile Southerners and Cantonese are now in occupation of the old capital, Peking, and the north of China, the report of H.E.'s promotion to the Diplomatic Service as Minister to China is thereby given credence.

RAILWAY WAGES.

AGREEMENT AND PROPOSED REDUCTION.

A DISPUTE.

London, Yesterday. A meeting of the executives of eighteen Railway Craft or Shopmen's Unions declined to accept the provisional agreement of an all-round reduction of wages.

They protested against the N.U.R. Locomotive Engineers and Railway Clerks' Associations being in a position to pledge the wages and credits of men whom they barely represented.

Later. It is understood that there is no breakdown between the Railway Shopmen's Unions and the Companies, but that the matter has been adjourned till August 10.—Reuter.

C. E. L. Grist. Mr. Russ was for the defendant.

Mr. Russ said that unfortunately his client had left the Colony for a few weeks. In any case, he had been instructed to ask for particulars and adjournment for a week. The plaintiff, he said, had no residence in the Colony; she was suing by some attorneys and "seems to be roving" around in the "President Jefferson." He therefore asked for security of costs.

Principal Witness. Mr. Grist assented to security of costs. The principal witness for the plaintiff, however, being Mr. T. B. Wilson, General Agent of the Dollar Line, was going away to-morrow and would not be back for some time. Counsel asked for Mr. Wilson's evidence to be taken *de bene esse*.

Mr. Russ made the observation quoted above. The Puisne Judge (Mr. Justice P. Jacks) directed the solicitors to make arrangements with the Registrar for Mr. Wilson's evidence to be taken this afternoon, ordered a week's adjournment and Mr. Grist to supply Mr. Russ with particulars of the claim.

LETTERS IN THE CASE. Puisne Judge Makes Order for "Discovery."

In another case, Mr. Russ represented Mr. Instone Brewer, who was sued by Mr. Robert Simmons for \$407. Mr. D. L. Strellett appeared for the plaintiff.

Mr. Russ said that Mr. Brewer was leaving for America on Aug. 8 and would return on Sept. 25. He therefore asked for a date (of hearing) a few days after Sept. 25.

Mr. Strellett said that this was the first he had heard of the defendant's sudden departure. He thought that, in this event, he would have to get further instructions from his client. He had been asked to apply for immediate "discovery" of letters which had passed between the parties.

Mr. Russ claimed that some of the letters were without prejudice. There were most important reasons for his client's going to America, as his friend probably knew.

Mr. Strellett: I'm afraid I don't.

The case was adjourned for a week, with leave to apply. His Lordship made an order for discovery.

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(Continued on Page 2.)

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FAMILY HOTEL.—Victoria Gardens. Quiet APARTMENTS and SUITES of rooms. Full board from \$95, \$110, \$130 monthly, large commodious rooms, also daily rates; five minutes from Ferry, next new Hotel, Hankow Road, Kowloon. Tel. No. K. 357.

TO RENT.—7, Middle Road, Kowloon, near Peninsula Hotel. Three large pair Rooms facing harbour, private Baths, Geysers, Verandah. Quiet Gentlemen's Boarding House.

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SPECIAL PHYSICAL CULTURE CLASS.

Mme BARONELLI, ARTISTE.—School of dancing for children and adults. Special Physical Culture class for Stout and Stiff Ladies. Address 31, Ashley Road, Kowloon (Back of Star Theatre).

PRIVATE LESSONS in English and French; violin and piano; stenography and typewriting. Easy conditions. Apply to 6, Almal Villas, Kowloon.

HOME TUITION.

WESTOVER — STEVENAGE. Within an hour from London. In healthy neighbourhood. **SCHOOL FOR GIRLS AND SMALL BOYS.** A few Boarders received in the House of the Principal. Individual care and attention. For Particulars apply to:

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(Camb. Higher Local).
(Camb. Teachers' Diploma).
MISS GERTRUDE TURNER
(National Froebel Higher Certificate).

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C.2560—No. 36, Tung Man Street.

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ELECTRIC CO. SHOWROOM).

NOTICES.

**A. S. WATSON & CO., LIMITED.
NOTICE.**

ON MONDAY, the 6th August, 1928, All Departments will be CLOSED.
The Hong Kong Dispensary, Dispensing Department, will be OPEN for dispensing Prescriptions from 10 a.m. to 1 p.m. and from 6 p.m. to 7.30 p.m.

A. S. WATSON & CO., LTD.
Hong Kong, 3rd August, 1928.

BANK HOLIDAY.

IN Accordance with Ordinance No. 5 of 1912, the EXCHANGE BANKS will be CLOSED for the transaction of PUBLIC BUSINESS on MONDAY, the 6th of August.
Hong Kong, 31st July, 1928.

NOTICE.

WE HAVE pleasure in announcing our appointment by the Celotex Company, Chicago, as their Sole Agents for Hong Kong, Macao and South China, for the sale of Celotex Insulating Lumber.
Ample stocks are at present en route, and full particulars may be had on application.

SHEWAN TOMES & CO.,
Import Department.

HONG KONG TRAMWAYS, LIMITED.

AN INTERIM DIVIDEND of Sixty Cents per Share has been declared payable on WEDNESDAY, 22nd AUGUST next, on and after which date Dividend Warrants may be obtained upon application at the Registered Office of the Company, Canal Road East, Bowrington, Hong Kong.
NOTICE IS HEREBY GIVEN that the REGISTER OF MEMBERS of the Company will be CLOSED from WEDNESDAY, 8th AUGUST to TUESDAY, 21st AUGUST, 1928, both days inclusive.

By Order of the Board,
L. C. F. BELLAMY,
General Manager.
Hong Kong, 30th July, 1928.

HONGKONG AUTOMOBILE ASSOCIATION.

GRAND TATTOO

11th, 12th & 13th September.

The Automobile Association propose to organise a Motor Parade on one of the evenings during the Grand Tattoo. If sufficient entries are forthcoming prizes will be given by the Association for the most original or best decorated Vehicles in each of the following classes:

- 1 Cars or Lorries representing the Trade.
- 2 Private Cars.
- 3 Motor Cycles with or without Side Cars.

A registration or entrance fee of \$1 must accompany all entries.
ENTRIES WILL CLOSE ON FRIDAY, the 7th SEPTEMBER.
All communications to be addressed to:

C. M. MANNERS,
c/o Hong Kong & Kowloon
Wharf & Godown Co., Ltd.

GRAND TATTOO

11th, 12th & 13th September.

SCENARIO

Ladies and Gentlemen are wanted to perform in the Spectacular Scenario.

Performers will appear in Old English and Scottish scenes. Singing is not essential, but some vocalists are required.

Names and addresses to be sent, immediately, to:
Hon. Secretary,
"Tattoo" Scenario,
Y.M.C.A., City Hall.

The first rehearsal will be held on Tuesday next (August 7th). Time and place will be announced later.

LAMMERT BROS.

AUCTIONEERS, APPRAISERS
AND SURVEYORS.

—Public Auctions—

A

TAXI

can be had in Pedder Street
at anytime.

RECENT WILLS.

DETAILS OF MANY CHARITABLE GIFTS.

The fourth Lord Cloncurry, Lyons, Co. Kildare, a keen sportsman, and probably, at the time of his death, the oldest surviving Blue who rowed for Oxford against Cambridge, who died in February, aged 87 years, left unsettled personal property in England and the Irish Free State valued at \$44,511. His bequests included:

\$1,100 War Loan and \$25,000 United States of America Steel Corporation shares, or \$5,000, upon trusts conditionally for Miss Clara Riddy, "who for more than twenty years has been the companion, guide, and faithful friend of my daughters from their childhood."

Mr. John Newberry, Whytelee, Surrey, one of the pioneers of South Africa, entering the diamond fields in 1853, where he became known to Mr. Cecil Rhodes, died in April last aged 90 years leaving \$38,041, with net personally \$46,694. He gave:

Part of his farms known as Eensam, in the Orange River State, to the South African Wesleyan Conference.

\$200 each to the Bethany Homes at Whytelee; the Trinity Union Chapel, Huntingdon, in support of the Union Chapel in Brampton; the United Kingdom Band and of Hope Union; the College for the Higher Education of the Blind, Worcester.

And, if not disposed of in his lifetime, the tabernacle and grounds at Whytelee, the coffee tavern, flats, and band room, recreation grounds, &c., to the General of the Salvation Army.

And the residue of the property, after other bequests, between Mr. Fegan's Home for the British and Foreign Bible Society, and the Temperance Hospital, in Hampstead Road.

Mr. John Bertram Willis, F.R.S.B.A., Bristol, who died in March, aged 45 years, son of Sir Frank William Willis, left estate of the gross value of \$12,298, with net personally \$2,266. His bequests included:

\$105 to the Benevolent Fund of the Bristol Association of Clerks of Works and Builders' Foremen.
\$105 to the Bristol Society of Architects, the income to be used for the general purposes of the society so long as it promotes the advance in learning of the local students for the profession of architects.

Miss Harriet Stansfeld, Clevedon, who died in May, left estate of the gross value of \$12,459, with net personally \$12,358. She gave:

\$50 to Bristol and Clifton District Nurses' Society.
And the residue in trust for her sister Alice Jones for life, and then, \$1,000 to the Bristol and Clifton District Nurses' Society, the income to be applied for the maintenance of a nurse in Hotwells district.

\$500 each to St. Dunstan's Home for Blind Soldiers; the United Kingdom Beneficent Association; the Not-Forgotten Association, Lad-broke-grove, W.; the Poor Clergy Relief Corporation.

\$250 to the Mission to Seamen (Bristol Branch); \$500 to the Society for the Propagation of the Gospel; \$250 to the Church Lads' Brigade (Bristol Branch); \$500 to the National Benevolent Institution; \$200 to the Clergy Society (Clifton Women's Branch); \$200 to the Poor Ladies' Work Society, Bristol; \$100 to the Surgical Aid Society, Bristol; \$50 to the Bristol Church Day Schools' Association.

And, after other bequests, the residue of the property to such of the charitable institutions mentioned above, and in such shares as her sister may appoint, and in default of appointment to all the charitable institutions mentioned in such proportions as the legacies bequeathed to them respectively.

Among those present at a Garden Party given by Mrs. Baldwin at 10, Downing-street, on June 28, were:—Mr. and Mrs. Herbert Looker, Mr. and Mrs. F. G. Penny, Sir Philip Sassoon, Sir Hilton and Lady Young, Mr. and Mrs. Ferguson Davis, Sir Robert and Lady Kildersley, Sir Gershom and Lady Stewart, Mrs. Alec Tweedie, and Sir George and Lady Younghusband.

Viscount and Viscountess Ellbank, and Colonel and Mrs. Applin were among the guests at Mrs. Baldwin's second garden party, held on June 20.

At an Investiture at Buckingham Palace, on June 27, His Majesty conferred the following awards:—The King's Police Medal: Mr. Arthur Dickinson, Assistant Superintendent of Police, Straits Settlements; A specially distinguished record in administrative and detective service. Has successfully reorganised the Detective Branch of the Police Department and maintained it in face of difficulties. Has displayed conspicuous activity in dealing with serious crimes and has rendered valuable political services.

OLD VIRGINIA.

**TABLET TO PIONEER
SETTLERS.
RIVERSIDE CEREMONY.**

Where the river winds its way through East London and dockland one does not expect to find beautiful spots. But there is such a spot, an inspiring spot, and it is where, over three hundred years ago, the first adventurers from England started for the State of Virginia.

Cold and bleak it must have been on that eventful December day when the party of a hundred or more set sail. It was gay and inviting with British and American flags floating over the bright little dockmaster's house and over the trim and spotless carpet of shingle which goes down to the waterside. Here, whilst the band of the American flag-ship "Detroit," by permission of Vice-Admiral Burrage, played the "Star Spangled Banner" and "God Save the King," a tablet erected by the Association for the Preservation of Virginia Antiquities, to the memory of the pioneer settlers, was unveiled by the Misses Nelle and Sue Tyler, daughters of the Hon. S. Heth Tyler, Mayor of Norfolk, Virginia.

THE FIRST ENGLISH COLONY.

The inscription it bore was:—
From or near this spot, December 19, 1606, Sailed with 105 'Adventurers,' the Sarah Constant, 100 tons, Capt. Christopher Newport in supreme command; the Goodspeed, 40 tons, Capt. Bartholomew Gosnold; the Discovery, 20 tons, Capt. John Ratcliffe. Landed at Cape Henry, Virginia, April 26, 1607. Arrived at Jamestown, Virginia, May 13, 1607, where these 'Adventurers' founded the first permanent English colony in America under the leadership of the intrepid Capt. John Smith, Edward Maria Wingfield, President of the Council, and the Reverend Robert Hunt, and others. At Jamestown, July 30, 1619, was convened the first Representative Assembly in America.

Miss Alethea Serpell, chairman of the Memorial Committee of the Society, presided. The Memorial was dedicated by the Right Rev. Herbert Bury, Assistant Bishop of London.

Mr. J. S. Bryan, of Richmond, Virginia, in a speech sparkling with historical allusions, requested the Port of London Authority to accept the custody of the Memorial.

Sir Ian Hamilton Benn, in accepting the Memorial on behalf of the Port Authority, remarked that it commemorated the first expedition that successfully established a footing upon the American Continent for the British race.

Lord Charnwood spoke of the erection of the tablet as "a grateful and thoughtful act." It would preserve, he said, a famous memory that ought to have been commemorated in some such way long before. He recalled some memories of great Virginians—Abraham Lincoln, General Lee, and others—and said, "If you want to know whether good and great people are still produced by Virginia you have only to look around."

LADY ASTOR'S SPEECH.
Viscountess Astor, M.P., a member of the London Committee of the Association, proposing, at the close of the ceremony, a vote of thanks to the Port of London Authority, said one of the things she disliked most was being told she was not English. "I had the painful duty of telling an English Peer of the Realm, who had informed me that I could not understand a certain situation as I was not English, that I was far more English than he, since my family had a grant from England two hundred years before he came from Germany. It was the truth too. In spite of my being a politician, I swear it is true."

Referring to the outstanding qualities of England and Virginia, Lady Astor said: "England above everything else is just. I believe that it is this quality of justice which sometimes makes her a little unpopular, for justice sometimes can be very irritating. But justice, combined with the spirit of brotherhood which is so strong in Virginia, is the quality most needed to help the world."

A reception was held after the service at the home of Mr. and Mrs. A. G. Mossop, 9A, Route Pottier, when a number of friends were present to congratulate Judge and Mrs. King. The health of the bride and bridegroom was proposed by Judge Sir Peter Grain, and that of the matron of honour by Mr. Gregson.

To commemorate his victory on Farnham in this year's Derby, H. Wragg has presented a silver cup for a pony trotting competition to be held during a Pinner church fête.

THE RAJ.

**DRASTIC CHANGES PROPOSED
IN INDIA.
RULING PRINCES' PLAN.**

The "Times of Ceylon" correspondent in London cabled as follows under date July 2:—

I learn from a usually trustworthy source that a scheme prepared by the Ruling Princes, making drastic changes in the relations of the Indian States with the Raj, is now in the final stages and only waits ratification by a conference of the Princes which will be held shortly in London. It provides for the creation of three new bodies:—

(1) An Indian States Council, composed of the Viceroy (President), three representatives of the Indian States, two English members who have had no previous connection with India, and the head of the Political Department of the Raj.

(2) A Union Council, composed of members of the Indian States Council and the Viceroy's Executive Council, and

(3) A Union Supreme Council or Court of Arbitration, consisting of three Judges appointed by Great Britain and permanently retained.

Political Department.

It is proposed that the Political Department of the Raj, in so far as it affects the Indian States, should be placed under the control of the Indian States Council and that the powers of Political Officers to intervene in the affairs of the States should be restricted.

A new manual of instructions for political representatives will be drawn up by the States Council, in consultation with the Chamber of Princes.

The Union Council will decide matters of common concern to India generally, also defence and foreign affairs. In the case of a deadlock, it is suggested that the Viceroy should be given the power of certification, corresponding to those obtaining in regard to British India.

Court of Arbitration.

The Union Supreme Council represents the logical development of the Princes' original idea of a Court of Arbitration. High salaries will be offered to attract the best men.

It is not certain whether the scheme comes within the scope of the Butler Committee, but the Princes regard this as immaterial. If it is held that the Butler Committee is not competent to deal with the proposals, it is proposed to present the scheme to higher authorities.

Unanimity prevails among the Princes.

They believe that only a bold policy of reform can save the States from disintegration at the hands of the political extremists who deny that the Princes have treaty rights.

The Princes claim that they should deal direct with the British Government, and say that under self-government in British India they would be responsible to a Swarajist Government.

SHAI WEDDING.

KING—WAUGH.

A very quiet wedding took place on July 24 in Holy Trinity Cathedral, Shanghai, when Judge G. W. King, O.B.E., Assistant Judge of H. M. Supreme Court, son of the late Mr. Alfred King, J.P.V.D., was married to Miss Annie Muriel Waugh. Miss Waugh is the daughter of Mr. Percival Waugh of Edinburgh, and, after ten years' service, has just left the Colonial Service in Penang, where she was principal of the Government School for Girls. Miss Waugh accompanied by her sister-in-law, Mrs. Waugh, of Ipoh, arrived in Shanghai by the P. & O. s.s. "Rajputana," and since her arrival has been staying with Mr. and Mrs. A. G. Mossop.

The civil ceremony took place in H. M. Consulate at 10.30 a.m. before Mr. C. F. Carstin, and was followed immediately by the service at Holy Trinity Cathedral, at which the Very Rev. Dean A. C. S. Trivet officiated. The bride, who looked very charming in a costume of beige lace, with hat to match, and carrying a bouquet of pink roses, was given away by Judge Sir Peter Grain. The matron of honour was Mrs. Waugh, attired in a becoming costume in blue and white, and the duties of best man were undertaken by Mr. R. E. S. Gregson.

A reception was held after the service at the home of Mr. and Mrs. A. G. Mossop, 9A, Route Pottier, when a number of friends were present to congratulate Judge and Mrs. King. The health of the bride and bridegroom was proposed by Judge Sir Peter Grain, and that of the matron of honour by Mr. Gregson.

To commemorate his victory on Farnham in this year's Derby, H. Wragg has presented a silver cup for a pony trotting competition to be held during a Pinner church fête.

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A WARNING.

"OPENINGS IN CHINA."

The statement by Miss MacMillan, of Shanghai, at the Conference of Head Mistresses in London the other day, that "there were plenty of openings for educated girls in China," did not attract much notice, for the reason, no doubt, that conditions in China are better known in this country (says a Home paper) than Miss MacMillan gave credit for. At the same time, a letter by Mr. J. C. Carter to the "Morning Post" was a welcome reminder of facts. Having just returned from China after a residence of close on 30 years, he is entitled to speak. Expressing surprise at Miss MacMillan's statement, he pointed out that it would be very unwise for any girl to go out there unless she had secured an appointment beforehand, also a return passage, and a good salary assured. When Mr. Carter left recently some of the principal firms were reducing their staffs, closing branches in outposts, and, generally speaking, the outlook for Europeans who had interests there was, to say the least, serious. Conditions are improving, but it will be some time, we fear, before there will be "plenty of openings" for English girls in the business life of the Orient.

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TAIYO MARU (Calls Los Angeles) Wednesday, 8th August.
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LONDON, MARSEILLES, ANTWERP, ROTTERDAM via

Singapore, Penang, Colombo, Suez.
ATSUTA MARU Saturday, 11th August.
KASHIMIR MARU Saturday, 25th August.

SYDNEY & MELBOURNE via Manila & Ports.

MISHIMA MARU Wednesday, 22nd August.
TANGO MARU Monday, 19th September.

BOMBAY via Singapore, Penang, & Colombo.

TOTTORI MARU (calls Penang) Saturday, 11th August.
SOUTH AMERICA (West Coast) via Japan, Honolulu, Los Angeles,
Mexico & Panama.

ANYO MARU Saturday, 18th August.
SOUTH AMERICA (East Coast) via Singapore, Cape Town & Ports.

NEW YORK and BOSTON via PANAMA.

† CALCUTTA MARU Thursday, 10th August.
LIVERPOOL via Port Said, Geneva, Marseilles.

† DELAGOA MARU (Calls Glasgow) Friday, 17th August.

† CALCUTTA via Singapore, Penang & Rangoon.

† MALACCA MARU Wednesday, 8th August.
† PENANG MARU Sunday, 19th August.

NAGASAKI, KOBE & YOKOHAMA.

TANGO MARU Friday, 17th August.

SHANGHAI, KOBE & YOKOHAMA.

SUWA MARU Monday, 6th August.
† NAGATO MARU (Mojito direct) Friday, 10th August.

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O. S. K.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

LONDON, HAMBURG, ROTTERDAM & ANTWERP—Via Singapore

Colombo, Suez and Port Said.
ATLAS MARU Thursday, 9th August.

RIO DE JANEIRO, SANTOS & BUENOS AIRES—Via Saigon, Singapore,
Colombo, Durban & Cape Town.

MONTEVIDEO MARU Friday, 10th August.

BOMBAY—Via Singapore & Colombo.

HONOLULU MARU Friday, 3rd August.

SUMATRA MARU Sunday, 19th August.

DURBAN, DELAGOA BAY, BEIRA, DAR-ES-SALAAM, ZANZIBAR AND
MOMBASA—Via Singapore and Colombo.

CANADA MARU Sunday, 5th August.

CALCUTTA—Via Singapore, Penang and Rangoon.

KASADO MARU Saturday, 25th August.

VICTORIA, SEATTLE, TACOMA & VANCOUVER—Via Shanghai and
Japan ports.

MELBOURNE—Via Manila, Brisbane & Sydney.

HIMALAYA MARU Sunday, 5th August.

HAIPHONG—Via HOIHOW & PAKHOI.

MENADO MARU Thursday, 2nd August.

NEW YORK—Via Japan ports, San Francisco & Panama.

HAYES MARU Tuesday, 14th August.

JAPAN PORTS.

ALASKA MARU Friday, 10th August.

SOURABAYA MARU Friday, 10th August.

TACOMA MARU Wednesday, 15th August.

KEELUNG—Via SWATOW & AMOY.

KISHU MARU Sunday, 5th August noon.

HOZAN MARU Sunday, 12th August noon.

TAKAO—Via SWATOW & AMOY.

DELI MARU Thursday, 9th August noon.

TAKAO & KEELUNG.

SOURABAYA MARU Friday, 10th August.

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SHIPPING SECTION.

MOTOR LIFEBOATS.

THEIR USE IN MERCHANT SHIPS.

SOUTHAMPTON OPINIONS.

Southampton.—A discussion at the Southampton Master Mariners' Club on the question "Are motor lifeboats useful in merchant ships?" produced a lively and enjoyable debate. No vote was taken, but the consensus of opinion was that two such boats were useful.

Captain S. N. Braithwaite, M.B.E., opened the discussion, and expressed the opinion that motor lifeboats were not of much use, as they did not carry many people and were apt to be cumbersome, although two could prove very useful in certain trades.

Captain W. V. J. Clarke, D.S.C., suggested that outboard motors might be considered, as they would not decrease the carrying capacity.

Captain A. G. Brown, of the steam yacht "Jeanette," championed the use of motor lifeboats, which, he said, experience had taught him could be extremely useful. As far as starting the motors was concerned, he did not think there was any difficulty, provided they were well looked after.

Captain C. P. S. Pearce, expressed the view that the boats were rather cumbersome and apt to be put out of action while being lowered in bad weather, and Captain N. C. R. Ramsay, R.N.R., suggested that difficulties in starting would be overcome if the Board of Trade required the carriage of some person whose job was to attend to them regularly.

Captain E. Aikman, R.D., R.N.R., was also in favour of two motor-boats being carried, and Captain A. H. Rayner, R.N., R.N.R., brought the debate to a close by indicating the official attitude with regard to such craft.

MOVEMENT OF STEAMERS.

The P. & O. s.s. "Kalyan" left Singapore for this port on July 30 at 10 a.m. with the outward English Mails, and is due here to-day at about 6 p.m.

The C.P.S. R.M.S. "Empress of Asia" from Hong Kong on July 18 left Yokohama on July 26 at 3 p.m., and is due at Vancouver to-morrow.

The C.P.S. R.M.S. "Empress of Canada" arrived Manila yesterday at 7 a.m., leaves Manila to-day at 4 p.m., and is due at Hong Kong on Sunday at 9 a.m.

The C.P.S. R.M.S. "Empress of Canada" (from Manila) is due here on Sunday at 9 a.m., and will berth at Pier No. 5 Kowloon Wharf. She will leave here for Victoria and Vancouver, B.C., via Shanghai, Kobe and Yokohama on August 8 at 6 a.m.

The E. & A. s.s. "Tanda" left Sydney for this port on July 17 at a.m. with the outward Australian Mails, and is due here on August 8.

The M.V. "Japan" (Swedish East Asiatic Co., Ltd.) left Hamburg on July 7, and is due here on or about August 22.

The M.V. "Sumatra" (Swedish East Asiatic Co., Ltd.) left Hamburg on July 22, and is due here on or about August 31.

SMOKE NUISANCE.

NEW YORK HARBOUR RULES.

A TEST TRIP.

Acting on the complaints that have been made to Dr. Louis Harris, Health Commissioner of New York, to the effect that tugboats, and other vessels were creating a public nuisance by giving off dense black smoke in firing their vessels, the sanitary adviser to the commissioner, accompanied by Mr. Fred. Dalzell, owner, and Mr. L. W. Smith, manager of the Towboat Owners' Association, made a test trip to find out the facts. The complaint was made in reference to the use of soft coal.

The result of their investigation and their conclusions were made public in a report by the sanitary adviser to the Health Board. The report, which makes suggestions for improved methods in firing tugboats, has been sent to the owners and operators of 700 tugs and steam lighters in New York, being part of the educational service performed by the New York Towboat Exchange in its attempt to reduce the amount of soft coal smoke in the harbour.

The investigators boarded the tugboat "Grace A. Dalzell." This boat is equipped with a Leg boiler 15 ft. by 108 in. D., carrying generally 140 pounds steam pressure; i.h.p. 480. The test demonstrated that under certain conditions dense smoke escaped.

Conclusions.

The conclusions reached in the report are:—

1. That firing of coal should be light, never more than four scoops at a time, and placed principally at the front of the furnace.

2. That firing should be done quickly, so as not to keep the door open too long a period, to cool down the furnace.

3. That the firing door should be cracked immediately after firing and so kept for several minutes.

4. That slicing should not be carried out too soon after firing green coal.

5. That slicing should be done through the aperture in the furnace door, and at first with the short bar.

6. That slicing with the large bar should only be had several minutes after use of the small bar, and then only in case it was necessary to break up the rear part of fire.

7. That the whole fire should not be lifted up from the gate at any time in slicing.

8. That the use of high volatile coal on this type furnace should be discontinued.

It has been agreed that other tugs in the harbour be boarded, observe conditions and report on best methods of smoke prevention. The owners and engineers are showing a lively interest in this subject and it would appear that at last a whole-hearted attempt to correct the conditions causing complaint on the waters of New York harbour is to be attempted.

LINER ROBBERY.

"LEVIATHAN" DEVELOPMENT IN AMERICA.

New York.—The police and postal authorities are inclined to think that the "Leviathan" robbery is connected with the mysterious murder of a notorious underworld character, Edwin Jerge, who was shot in a car in Broadway. With Jerge at the time of the shooting was a pretty girl, who, though cut about the face by splinters of glass, has disappeared completely, and so far has not been traced by the police.

Jerge was killed the day after the "Leviathan" sailed from New York, and it is believed he was "bumped off," as the expression goes, either because he knew too much or there was some quarrel over the division of the loot. Jerge was a specialist in mail robberies, and was the associate of several adepts in that branch of crime.

The "Leviathan" affair has caused a tremendous stir not only at the Postal Department and police headquarters, but also in shipping circles, and the authorities are pursuing the matter with the utmost energy. The authorities are now returning to the original theory that the bags were tampered with before they were put on board.

Postal inspectors here express the view that the cable estimates of the value of property stolen are probably too high. They say they will be surprised if, when everything has been checked up, it amounts in all to \$10,000.

FRENCH OWNER.

DEATH OF MONS. DAL PIAZ.

A GREAT FRENCH SHIPOWNER.

By the death of M. Dal Piaz, the French shipping industry has lost its outstanding personality. The memoir of him written by a Paris correspondent, serves to show how many were his activities and how great his attainments. Under his guidance the Compagnie Generale Trans-Atlantique, the foremost French shipping concern, increased its scope and its fleet to a marked extent, and what may well be termed to be the crowning point of M. Dal Piaz's career was the building of the "Ile de France," the largest French liner and the biggest post-war vessel in the world. She remains a memorial to the man to whom she owed her inception. M. Dal Piaz's career was notable not only for its ultimate success, but for the steps which were gradually mounted until that success became attainable. M. Dal Piaz started with the company, over which he eventually presided, as a clerk, and in a relatively short space of time succeeded to the highest office. His activities were not confined to the C.G.T., and he was director of many other companies, including the premier shipbuilding concern in France. He also played a great part in the development of France's North African provinces. Due recognition of his ability was made by the French Government, who awarded him the Grand Cross of the Legion of Honour. That he was the only shipowner to have received that distinction was an eloquent tribute to the services rendered by him to his country. Regret at his death extends beyond French shipping circles, for his reputation was international.

WAGES IN U.S.

OFFICERS' PETITION FOR INCREASE.

Eight thousand mates and deck officers employed by the United States Shipping Board have petitioned for an increase of 15 per cent. in wages, two weeks' holiday annually, and improved working conditions, according to the New York correspondent of the "Daily Telegraph."

In addition men on oil-tankers want a 10 per cent. bonus because they work harder, and the officers of passenger liners ask for an allowance for uniforms. The petition also asks the Shipping Board to discontinue the practice of ranking some deck officers as fourth mates, and complains that in some vessels the rating of mates is as low as sixth, despite the non-existence of certificates for such ranking.

The minimum monthly wage paid by the Shipping Board to deck officers with third mates' certificates is \$30.

Engineers' Pay Unchanged. Renewal of the wages and working rules obtaining at present for engineers on vessels of the Shipping Board for the forthcoming fiscal year was agreed upon at a conference between representatives of the National Marine Engineers' Beneficial Association, the Shipping Board and the Merchant Fleet Corporation.

The Board complied with the request of representatives of the en-

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MON. 6th AUGUST.

SUN. 12th MON. 27th

FRI. 17th

S.S. "TAI MING"

[849 tons—Capt. O. J. Spink.]

AUGUST.

SUN. 5th MON. 20th

FRI. 10th SUN. 26th

VED. 15th FRI. 31st

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CONSIGNEES' NOTICES.

Consignees of Cargo ex M.V. "Java" are reminded to take delivery of their goods which will be subject to rent after August 3. Consignees of Cargo ex s.s. "Benalder" are reminded to take delivery of their goods which will be subject to rent after August 10.

Lo Put-chai, seaman of a fishing boat, was fined \$100 for 10 days' imprisonment for using bright lights for the purpose of attracting fishing in the fairway.

The master of a fishing boat, who was found anchoring within the limit of the cable area at Aberdeen, was fined \$5 with the usual alternative.

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S.S. "CITY OF HALIFAX" London, Rotterdam & Hamburg 2nd Sept.

BOSTON, NEW YORK & BALTIMORE AMERICAN & MANCHURIAN LINE

S.S. "CITY OF EVANSVILLE" via Suez Canal 7th August.

S.S. "CITY OF LINCOLN" via Suez Canal 5th Oct.

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S.S. "MYRTLEBANK" via Suez Canal 2nd Sept.

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S.S. "TINHOW" 14th August

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KIDDERPORE	5,334	10th Aug.	Straits, Bombay & Karachi.
RAJPUTANA	10,584	18th Aug.	Bombay, Marseilles & London.
NALDERA	10,088	1st Sept.	Bombay, Marseilles & London.
KALYAN	9,144	15th Sept.	Marseilles, London, Antwerp & Hull.
KASHGAR	9,005	29th Sept.	M'les, L'don, A'werp & Hull.

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TAKIWA	7,936	14th Aug.	Singapore, Penang & Calcutta.
TALAWA	10,006	8th Aug.	Singapore, Penang & Calcutta.
TAKADA	6,949	24th Aug.	Singapore, Penang & Calcutta.
TALAMBA	8,018	2nd Oct.	Singapore, Penang & Calcutta.
TALNA	10,000	12th Oct.	Singapore, Penang & Calcutta.

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ARAFURA	6,000	3rd Aug.	Manila, Sandakan, Thursday Island,
PANDA	6,956	31st Aug.	Townsville, Brisbane, Sydney &
ST. ALBANS	4,500	28th Sept.	Melbourne.
ARAFURA	6,000	2nd Nov.	

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KALYAN	9,144	4th Aug.	Shanghai, Kobe & Yokohama.
TANDA	6,956	8th Aug.	M'les, Kobe, Osaka & Yokohama.
WARFIELD	4,500	12th Aug.	Shanghai, Kobe & Osaka.
TALAWA	10,006	17th Aug.	Shanghai, Kobe & Osaka.
NALDERA	10,088	17th Aug.	Shanghai, Kobe & Osaka.
KASHGAR	5,283	20th Aug.	Shanghai, Kobe & Yokohama.
KASHGAR	9,005	31st Aug.	Shanghai, Kobe & Yokohama.
TAKADA	6,949	1st Sept.	Amoy, Shanghai, Kobe & Osaka.
ST. ALBANS	4,500	4th Sept.	Amoy, Shanghai, Kobe & Osaka.
TALAMBA	8,018	5th Sept.	Amoy, Shanghai, Kobe & Osaka.
TALNA	10,000	14th Sept.	Shanghai, Kobe & Yokohama.
LAHORE	5,282	24th Sept.	Shanghai, Kobe & Yokohama.
KHIVA	9,185	28th Sept.	Shanghai, Kobe & Yokohama.

*Cargo only.

All dates are approximate and subject to alteration without notice.

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S.S. "LYCAON"	Via Suez Canal	24th Aug.
S.S. "PHENIX"	Via Suez Canal	21st Sept.
S.S. "CITY OF LINCOLN"	Via Suez Canal	5th Oct.

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N. Y. HARBOUR.

GREATER POWERS FOR
CAPTAIN O'FLOOT.

NEW POST.

The Merchants' Association will ask Congress at its next session to establish the office of captain of the Port of New York, with powers of traffic regulation in the harbour analogous to those possessed by the Police Department in handling traffic upon the highways (state New York advices). The decision of the board of directors of the Merchants' Association to seek such legislation is the result of a study which has been made by its committee on harbour, docks and terminals. The proposals is also approved by the Chamber of Commerce of the State of New York, the Pilots' Association and other maritime bodies.

At present there is no chief executive or exclusively responsible body in charge of the physical improvement of the harbour or with authority to formulate rules and regulations covering shipping. There is a supervisor of the harbour, created under the provisions of a law enacted in 1888. This official is an officer of the United States Navy, and is charged particularly with the duty of preventing obstruction or injurious deposits within the harbour and adjoining waters.

There is also an execution in the Coastguard, known as the captain of the Port of New York and vicinity, but his bureau is occupied largely with the enforcement of the prohibition law and various Customs regulations. The committee is of the opinion that there should be an executive with the powers of harbour traffic regulation. The committee says similar executives in foreign ports are of great aid to commerce.

Bills were introduced at the last session by Senator Wagner and Representative La Guardia creating the office of captain of the port and charging him with enforcing such rules and regulations as might be promulgated by the proper Federal authority. The bills provided that a commissioned officer of the Coastguard should be assigned to this duty, with the rank of rear-admiral.

CONSIGNEES.

NOTICE TO CONSIGNEES.

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THE Steamship

"BENALDEE"

Consignees of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of The Hongkong and Kowloon Wharf and Godown Co., Ltd., whence, and/or from the wharves, delivery may be obtained.

No claims will be admitted after the goods have left the godowns, and all goods remaining undelivered after the 10th inst. will be subject to rent.

All claims against the steamer must be presented to the Underwriter on or before the 24th inst. or they will not be recognised.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on the 9th inst. at 10 a.m. by Messrs. Goddard & Douglas.

No Fire Insurance has been effected.

Bills of Lading will be counter-signed by

GIBB, LIVINGSTON & CO., LTD.

Agents.

Hong Kong, 3rd August, 1928.

THE EAST ASIATIC CO., LTD.,
COPENHAGEN.

THE Motor Vessel

"JAVA"

having arrived, Consignees of cargo are hereby informed that all goods are being landed and placed at their risk into the hazardous and/or extra-hazardous Godowns of The Hongkong & Kowloon Wharf and Godown Co., Ltd., where delivery can be obtained as soon as the goods are landed.

No claims will be admitted after the goods have left the Godowns, and all goods remaining undelivered after the 8th August, 1928, at 4 p.m. will be subject to rent.

All broken, chafed and damaged goods are to be left in the Godowns, where they will be examined by Messrs. Anderson & Ashe on the 7th August, 1928, at 10 a.m.

All claims against the vessel must be presented to the Underwriter before the 11th August, 1928, or they will not be recognised.

No Fire Insurance will be effected.

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Agents.

Hong Kong, 2nd August, 1928.

INDO-CHINA
STEAM NAVIGATION CO., LTD

SAILINGS SUBJECT TO ALTERATION.

Destination	Steamer	Sailing
T'ian via S'ow & S'hai	FOOSHING	Sun., 5th Aug. at Noon
T'ian via S'ow & S'hai	CHAKSANG	Wed., 8th Aug. at Noon
T'ian via S'ow & S'hai	YATSHING	Sun., 12th Aug. at Noon
T'ian via S'ow & S'hai	KWONGSANG	Wed., 15th Aug. at Noon
Osaka via Amoy, M'li & Kobe	NAMSANG	Sun., 5th Aug. at 7 a.m.
Osaka via Amoy, Shanghai, M'li & Kobe	KUMSANG	Fri., 17th Aug. at 7 a.m.
Canton	CHEONGSHING	Fri., 3rd Aug. at 7 p.m.
Straits & Calcutta	HOSANG	Mon., 6th Aug. at 3 p.m.
Straits & Calcutta	KUTSANG	Mon., 13th Aug. at 3 p.m.
Tientsin	CHEONGSHING	Tues., 7th Aug. at Noon

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LIFE LINES.

BILL TO MAKE APPARATUS
COMPULSORY.

THE H. S. A. GUN.

London.—In the House of Commons, Mr. Ammon asked leave to bring in a bill to compel all ships over 500 tons gross register to carry a life line throwing apparatus capable of throwing a rope for distance of not less than 150 yards either to shore or to another ship.

He remarked that need for such provision was first brought to the notice of the public by the wreck of the "Berlin," off the Hook of Holland, 1907. Afterwards a sub-committee of the Merchant Shipping Advisory Committee made strong representations for the provision of such apparatus, and this year the Board of Trade had raised the matter again with the Chamber of Shipping. During last year the boats of the Royal National Lifeboat Institution saved 354 lives, but many more could be saved if all ships carried line throwing apparatus.

Leave was granted, and the Bill was brought in and read a first time.

The object of the line throwing life-saving gun is primarily to throw a line where distances are too great to permit the use of a heaving line from a lifeboat to the wreck; from a wreck to the shore, or vice versa; from one boat to another; from a ship to a jetty, or vice versa. The cost per shot is very small—about that of an ordinary rifle cartridge.

The gun, which has been adopted by the Royal National Lifeboat Institution, is that of the B.S.A. Ltd. It is made in two types, mounted and shoulder pattern, each of which can be fired with the greatest ease, no particular skill being required. The line for each type is wound in a metal canister and slipped over the muzzle of a gun. When the cartridge is fired it drives out the projectile to which is attached the line, which can be thrown 100 yards from the mounted pattern, even in the teeth of a gale, whilst 75 yards in the range of the shoulder pattern under similar conditions.

Since its introduction into the lifeboat service the B. S. A. line throwing gun has been instrumental in saving the lives of many shipwrecked seamen. It performed valuable service off the Scilly Rocks in November last year, when five of the crew of the Italian vessel "Isola" were rescued by its aid, and played a useful part in rescuing six of the crew of the trawler "Lord Davenport," wrecked off the Orkneys.

AUTO-HELMSMAN.

HOW THE THING

ORIGINATED.

The July number of "The Brown Marine Gazette" under the heading "Invented to Order," gives some interesting details of the invention and perfecting of the "Brown" Automatic Helmsman.

"It was early in 1926," states the article, "that the representatives of the Compagnie Generale Transatlantique visited our works with regard to placing orders for a gyro compass and for electro-megaphones, to be installed on their new 49,000-ton flagship, the "Ile de France," under construction. During the visit regret was expressed that we did not supply an automatic helmsman. Mr. Brown—as far as those around him knew—had given little, if any, thought to the matter, but he answered the question by giving a simple explanation of what he felt he could do. If needed, regarding such an apparatus, and the matter was left at that.

A week later a communication was received from the French Line enquiring if Mr. Brown would invent a helmsman, and if he could

do it in time to be installed on the "Ile de France," 14 months later, for her maiden trip, and what would be the price? Mr. Brown, when approached, stated that he was confident he could produce the apparatus and have it manufactured as required. So the price with this information was despatched, and shortly after the order was received. Mr. Brown was engrossed on several important gyroscopic problems, which were taking all his thoughts at the time, and he paid little heed to the fact that the order had been placed.

In a Week End.
"Some weeks later, Mrs. Brown was informed that two members of the marine department, the works manager and the head of the drawing office, wanted an interview at once. It was obvious that something had happened. Excitement prevailed. Why? The builders of the "Ile de France," had sent huge blue prints of the ship and required, within a week, all details as to the dimensions and position of the automatic helmsman as well as our other gear. What could they answer? Mr. Brown had done nothing regarding the helmsman, had apparently forgotten all about it, and all that was known was in his head, and he was engaged on other work. "Don't worry," was Mrs. Brown's answer, "I will see he does it over the week-end and you shall send off the information, in time."

"Little believing the statement, the four agitated men left the office, taking with them the huge roll of blue prints, and to make a long story short, the dimensions and position were sent to France the following Tuesday, and the 'Brown' automatic helmsman was invented over that week-end.

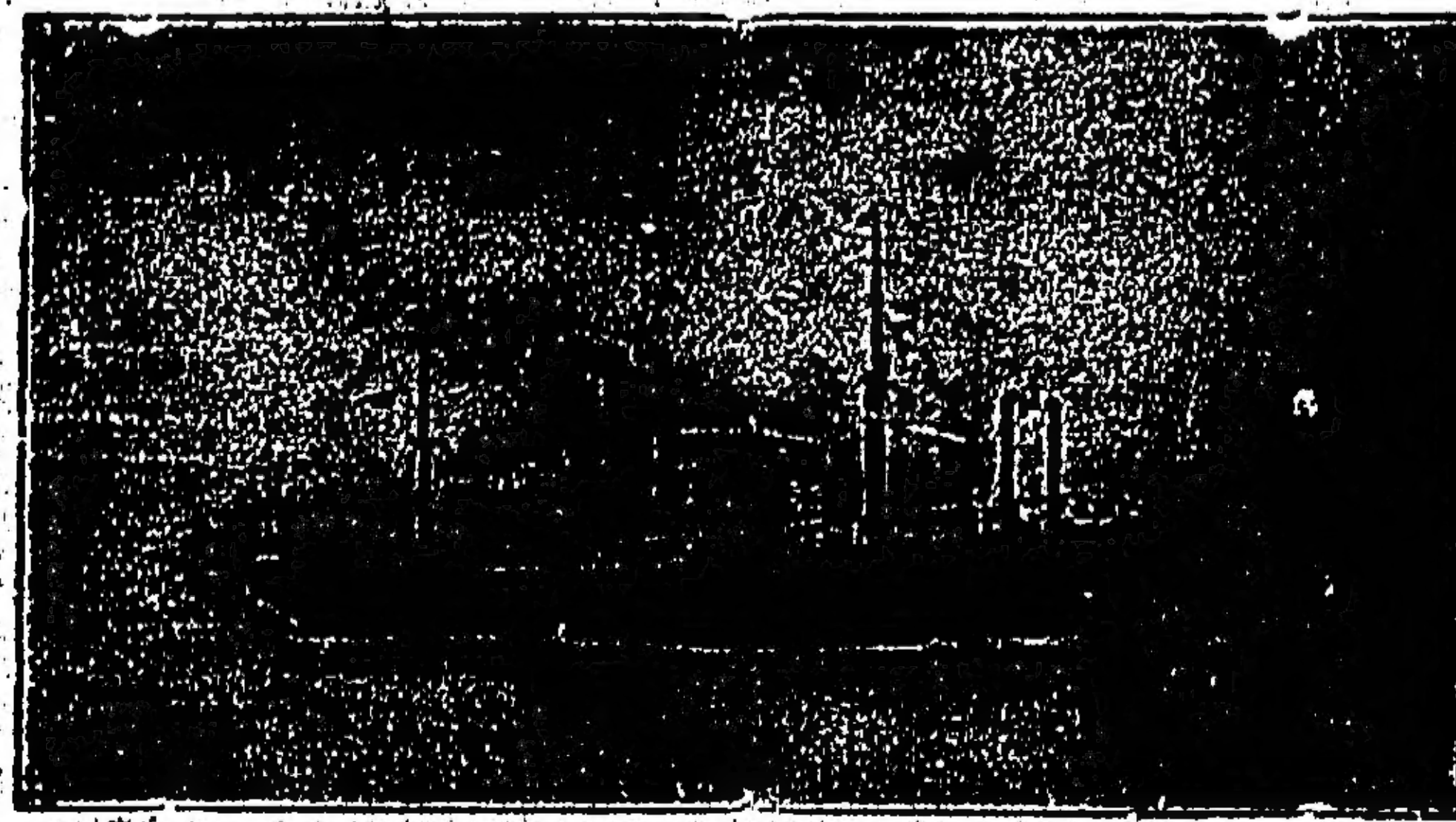
"The 'Ile de France' sailed on her appointed date with the 'Brown' gyro compass installed and the automatic helmsman attached. The latter—when tried for the first time—held the huge ship on her course perfectly, and proved that with just a few details altered the device was complete. This was done on her return to Europe, and the automatic helmsman works now on its set course to and from New York with mechanical regularity, having gained the confidence of those in charge and releasing the human helmsman from his odious task on long, open spans of ocean while he occupies himself with other duties his services are needed, which proves again that machinery is the servant of man, and not man the servant of machinery."

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Pres. V. Buren Sept. 23rd 8 a.m.
Pres. Hayes Oct. 7th 8 a.m.
Pres. Polk Oct. 21st 8 a.m.

To Manila

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Pres. McKinley Sept. 1st 6 p.m.
Pres. Jefferson Sept. 11th 6 p.m.

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Estimates furnished on application.

Hong Kong, April 1, 1924.

COUNCIL MATTERS.

WATER RESTRICTIONS & THE AERODROME.

OFFICIAL STATEMENTS.

Two official statements were made yesterday at the meeting of the Legislative Council, concerning the present water restrictions and the Colony's water policy, also the construction of the aerodrome at Kai Tak and the limitation of the Imperial grant for the project.

The attendance comprised the Hon. Mr. W. T. Southern, C.M.G. (H.E. the Officer Administering the Government); Major General C. C. Luard, C.B., C.M.G. (General Officer Commanding the Troops); the Hon. Mr. E. R. Hallifax, C.M.G., C.B.E. (Colonial Secretary); the Hon. Mr. Henry Pollock, K.C., LL.D. (Attorney General); the Hon. Mr. C. McL. Messer, O.B.E. (Colonial Treasurer); the Hon. Mr. H. T. Cressy, C.B.E. (Director of Public Works); the Hon. Mr. E. D. C. Wolfe, C.M.G. (Captain Superintendent of Police); the Hon. Mr. R. A. C. North (Secretary for Chinese Affairs); the Hon. Dr. R. H. Kotevill, C.M.G., LL.D.; the Hon. Mr. J. Owen Hughes; the Hon. Mr. A. C. Hynes; the Hon. Mr. C. Gordon Mackie; the Hon. Mr. B. D. F. Both; Mr. H. R. Butters (Deputy Clerk of Council).

WATER RESTRICTION.

H. E. the Officer Administering the Government said:—

The Government is greatly concerned at the hardships caused by the water shortage now being experienced by the citizens of Victoria, especially in the western end of the city, which have been pressed on my attention by the honourable the second Chinese member.

This shortage is caused by an increase in consumption, coupled with a peculiarly uneven distribution of an otherwise plentiful rainfall, which has resulted in the Pokfulam reservoir catchment receiving about half the rainfall received by the Tytam catchment area this year. It is the Pokfulam reservoir on which the Government depends to supplement the otherwise inadequate supply of water from Tytam to the western end of the city, and this reservoir is now seriously depleted.

The supply from Tytam is governed by a conduit designed to carry seven million gallons a day, through which the engineers are now passing eight million gallons a day, and every possible step is being taken to mitigate the admitted hardships of the poorer classes.

PROPER COURSE.

These steps include the opening of eleven new fountains, which are as many as the engineers consider practicable, and the patrolling of the restricted areas by waterworks overseers to ascertain and so far as possible mitigate any exceptional hardships.

The introduction of restriction, during the hottest of the hot weather, is not unnaturally, giving rise to questions as to the policy of the Government in connection with the increase of the water supply.

As honourable members are no doubt aware, the question is one which H. E. Sir Cecil Clementi took up within a few days of his return to the Colony as Governor. A careful survey of the situation convinced the Governor that the proper course for this Colony to pursue as regards the water supply on the Island was first to use all the available resources on Hong Kong Island itself.

ABERDEEN SCHEME.

These resources were exhaustively examined on Sir Cecil's instructions, and the Aberdeen water supply scheme was considered to afford the best possible improvement of the Island's water supply. The scheme was submitted to the Secretary of State for the Colonies with the least possible delay and has received his provisional approval.

When, however, this scheme was considered by the Public Works Committee of this Council it was found that the scheme did not meet with full approval. I have now referred the views of the Committee by telegraph to the Secretary of State, and am awaiting his reply before seeking the approval of this Council for the financial provision which will be necessary to carry out such scheme as may be approved. The matter will be brought before the Council at the earliest possible date.

KAI TAK SCHEME.

The Colonial Secretary proposed the following resolution:—

"Whereas by the provisions of section 3 of the Public Works Loan Ordinance, 1927, it is (inter alia) provided that the Governor may direct that any sums which may not be required for a purpose specified in the Schedule may be appropriated and applied to any other purpose therein specified subject to such transfer of money from one item of the Schedule to any other item thereof being approved by a resolution of the Legislative Council and by the Secretary of State.

"And whereas H.E. the Officer Administering the Government has directed that the sum of \$500,000 allocated to Item No. 3 of the Schedule, Other Public Works, be appropriated and applied to Item No. 2 of the Schedule, Aerodrome and harbour development;

"Now it is hereby resolved that the approval of the Legislative Council shall be and is hereby given to the transfer of the sum of \$500,000 from Item No. 3 to Item No. 2 of the Schedule."

HOME GOVT'S SHARE.

In explanation, the Colonial Secretary said:—

Sir.—The explanation of the resolution on the agenda paper dealing with the allocation of further funds for the construction of the Kai Tak Aerodrome is best begun by a reference to your own speech in the Council in September, 1927.

Reference to Hansard of that year, page 69, shows that the total estimated cost of the Aerodrome was then \$2,378,000, of which it was expected that the Imperial Government would pay three-quarters, that is \$1,783,500. The cost to the Colony of Kai Tak under these circumstances would have been \$594,500.

The Imperial Government subscription towards Kai Tak has, however, been fixed at \$1,000,000—say \$1,000,000—leaving the Colony to find a further \$783,500 on this account. Further again the estimate for the completion of the work and for the necessary resump-tions has been increased by a total of \$151,250, which therefore makes the total to be found by the Colony for Kai Tak \$1,529,250.

THE FIGURES.

\$1,000,000 from the Authorised Loan of \$5,000,000 was set apart for expenditure for Kai Tak and for harbour dredging, \$602,700 being estimated as required for harbour dredging. The total to be expended on harbour dredging and the formation of Kai Tak is now:—

Harbour dredging \$ 602,700
Kai Tak \$2,529,250
Total \$3,131,950
Provided by Imperial Government \$1,000,000
..... \$2,131,950
From Loan \$1,000,000

Still to be found by the Colony \$1,131,950
\$500,000 of the Authorised Loan of \$5,000,000 was left unallocated, and it is for the transfer of this sum to the Kai Tak account to enable the work to continue that your authority is now requested.

The Colonial Treasurer seconded the resolution, which was carried.

OTHER BUSINESS.

The following Bills passed all their remaining stages and became law:—

An Ordinance to amend further the Companies Ordinance, 1911.

An Ordinance to amend the Widows' and Orphans' Pension Ordinance, 1908.

The Financial Committee then sat and approved of 11 votes for supplementary expenditure, amounting to \$147,505, for the year 1928.

TESTING MODELS.

WORK AT TEDDINGTON TANK.

Teddington.—Several shipowners followed Mr. G. S. Baker around the William Froude National Tank when the superintendent of this famous ship model testing tank showed how valuable the work is to the shipping world. The tank at Teddington, in spite of a generous Government subsidy, does not pay its way, but Mr. Baker continues to show how research is a fundamental part of progress in the shipping world.

To-day he demonstrated a merchant ship model with electric motor drive and mechanism for recording the speed and measuring the torque on the propeller shaft and the thrust revolution of the screw. Most of the work of the tank is connected with the design and efficiency of ship propellers and its application to results which have been obtained by small-scale tests of the ship. At the present time new types of propellers are being introduced and the mode of testing these was exhibited. A particular application of this is the model of the "Discovery," a vessel which is being used for research work in connection with the whaling industry. Other exhibits compared the results obtained using model rudders with those obtained on the actual ship.

For about £300 any shipowner can have any new type of ship tested at the tank in model form. This is a very modest investment in research work that may make all the difference with new designs of ships and engines, between a profit or a loss.

Other shipping visitors were naturally interested in the wireless department, where wireless direction-finders for ships were in operation. These machines were actually in touch with navigation centres very far away, and this demonstration was a very practical and useful one.

A tabby kitten which rubbed against the legs of the Bishops at the Church of England Men's Society Conference at Nottingham was adopted as a mascot.

The Medical Officer of Health for the Spalding Rural District states that of the 160 deaths during the last twelve months twenty were due to cancer.

LONG TACK SAM.

EXCELLENT PROGRAMME AT QUEEN'S THEATRE.

DAUGHTERS SHINE.

An excellent programme comprising thirty items went with a swing when Long Tack Sam and his talented company gave their second performance at the Queen's Theatre last night before an appreciative audience.

Ninety minutes of continuous entertainment during which time the stage was never for one moment unoccupied—such was the fare provided by this clever band of Chinese magician, acrobats, equilibrist and musicians.

Long Tack Sam himself, while in the act of producing rabbits and pigeons from nowhere, greatly delighted the audience with his cross-talks from the stage.

The musical end of it was in the capable hands of his two pretty daughters whose clever dancing—both classical and modern—and singing were deservedly applauded.

"HEAVEN ON EARTH."

SPLENDID WAR PICTURE AT THE "WORLD."

STIRRING SCENES.

"Heaven on Earth" featuring Conrad Nagel and Renee Adoree, (heroine of the "Big Parade") in the leading roles, is being screened at the World Theatre to-day and to-morrow at usual performances. Dealing with the story of a revolt of a young man whose career and even his love affairs are mapped out for him by a daring aunt, the story is interesting in that a big contrast is afforded in the life of the young man when he strikes out for himself.

War and tumult, cruelty and bravery, are all unfolded in an extremely enjoyable tale of the hero's love affairs with a beautiful gipsy maid. Under the direction of Phil Rosen, the portraying of the characters are enacted splendidly by a strong cast, including among others, Julia Swayne Gordon, and Pat Hartigan.

"THE RED MILL"

ATTRACTIVE PICTURE AT THE QUEEN'S.

The Holland of Hollywood and picturesque Dutch costumes make a charming background for Marion Davies in her latest role of a Dutch kitchen maid. She is equally attractive in her Cinderella part as in that of the supposed daughter of a Burgomaster. In spite of her hard taskmaster in the first role as Tina, she shows plenty of spirit and ability to seize her opportunities and falls violently in love with an Irish tourist, played by Owen Moore. There are some amusing incidents, but hardly spontaneous enough, we think, to carry conviction. Owen Moore, as the Irish lover, Dennis, is a rather blasé type of youth who does not on his first visit to the town appreciate the love of Tina.

Returning later, however, he is interested in the Burgomaster's daughter whom he hears is about to be forced into an unhappy marriage with the Governor of the town. Tina, meanwhile, out of the kindness of her heart, or possibly her desire for adventure has changed places with Gretchen, the Burgomaster's daughter, in order to save her from the threatened marriage and enable her to elope with Jacob, her lover. Thus Tina and her Irishman meet again, but before their romance can blossom there is much to be done for the Burgomaster's daughter, who is taken through many adventures by Tina who eventually helps her to escape with Jacob. Tina is punished by being locked in the haunted mill and undergoes a night of terror with a wild storm raging outside. However, she is rescued by Dennis and forsakes Holland for Ireland to be an "Irish Princess." There are some picturesque scenes, especially the skating pond filled with gay Dutch lads and lasses and an ancient windmill from which Tina and Dennis make their dramatic escape.

The picture immediately preceding "The Wind Mill" is very funny. In it are introduced a baby elephant and half a dozen sea lions and as all of them are wonderfully trained, the situations in which they take part are extremely amusing.

The liner "Minnekahda" recently brought to England a bronze tablet which is to be erected at Brunswick Wharf, London, to commemorate the departure of the three ships which carried the original Jamestown settlers.

Death by misadventure was the verdict recorded at the inquest on William Grundy, 34, and Peter Grundy, 22, brothers, who were found buried under eight tons of roof fall at Bamfurlong Colliery.

UNIQUE INSURANCE.

NEW DEPARTURE: WHOLE FAMILIES INSURED.

NON-PAYMENT OF PREMIA.

It is not many years since insurance looked as if it had reached the limits of its progress, the companies being mostly unwilling to take new departures which appeared to be risky. Competition, however, has forced them to explore every possibility of rendering service, and experience is showing them that if sufficient diligence is shown in ascertaining probable averages they can safely undertake quite a number of new lines. One of the new forms of service is the insurance of whole groups. The Manchester and Salford Co-operative Society, and some others, have instituted a system by which the lives of members, and their wives or husbands as well, are automatically insured, without premiums being required. The idea underlying this scheme is that it will promote sales, and, consistently with that view, the amount payable at death is regulated by the amount of the member's purchases. Carrying the matter farther, some of the leading American insurance companies have recently opened offices with a view to the development of group life insurance by manufacturing companies, which has been found popular in America. They do not appear to have made much progress yet, but the idea has attractions, and there are signs that it will be taken up by British companies. Messrs. William Briggs and Co., of Manchester, and the Parker Pen Company, of London, have taken out policies with a well-known insurance company by which they insure their customers, irrespective of age or sex or present state of health, for sums up to £1,000 the object, as in cases of co-operative societies, being to strengthen the link with customers and so increase sales.

Sales Promotion.

The new development, we are informed, is due to the pioneer work of Scholfield, Limited, of Manchester. Mr. C. Linstow, a director of that company, was discussing sales problems, last September, with the managing director of a firm of wholesalers, when it occurred to him that life insurance might be applied to the sales promotion problem. It was obvious that if such a scheme was to be a success there must be no picking and choosing between customers; they must all be insured whatever their age or state of health. This meant, of course, that an insurance company accepting the business must take a broader view than had ever been taken before, and promise benefits to large numbers of people would ordinarily be rejected, or, in the alternative, be required to pay heavy premiums. Messrs. Scholfield persevered, however, and eventually persuaded the Atlas Assurance Company to adopt the scheme. One woman was insured on January 1 last—by what office we are not informed—and on the following day a claim arose in regard to her, and it appeared then that she was 77 years of age. This looked discouraging, but, of course, it was an exceptional experience, and at present, it appears, some twenty or thirty policies have been issued or are under negotiation. It will be interesting to see how the scheme works out later on—"Manchester Guardian."

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AUCTION BRIDGE.

CALM AFTER THE STORM:
ALL ENDS HAPPILY.

SOMETHING LIKE NORMAL.

After a time of tempest the game of bridge in England is settling down to something like normal conditions, says the "Times." Last summer, it will be remembered, a peculiarly ferocious attack on the Portland Club threatened for awhile to succeed in rushing the Card Committee into making fundamental changes in the laws of the game in order to bring them into line with those of other countries. Fortunately, at something like the eleventh hour, the committee decided to ascertain the views of players in general before irremediable action, with the result that, after a fair trial, there was found to be no such enthusiasm for the proposed alterations as to justify their adoption. So all ended happily. The prestige of the Portland Club suffered no diminution (and it has since been increased by the last redrafting of the laws); while, as for the substance of those laws, we are fairly satisfied that we have a better game than the Americans or anybody else who differs from us. Whether we play it better is quite another matter. But the extent to which "majority calling" is played in England in bridge circles of any standing now is inconceivable.

Not that all is entirely peaceful. We weathered the main storm successfully; but the air is still electrical. It happened that a year ago the tempest struck us at a moment when there was a good deal of confusion in the play of the game. The new methods of bidding, with the meaning and use of "quick tricks," had not been generally digested, nor had the common run of players become habituated to the "informatory" double; and the distraction of the "majority calling" fuses may well have prevented their being universally assimilated as quickly as they would otherwise have been. At all events, the uncertainty which is alleged to exist in regard to the informatory double is being used as the starting point for a new, if less formidable, offensive against the Portland Club. Some sort of pronouncement is demanded from it defining the proper use of the double. So far, however, the Card Committee has declined to be "drawn" an attitude in which it looks as if it was going to stand fast.

INFORMATORY DOUBLE.

It should, in the first place, be remarked that we have no certain knowledge that if the Card Committee was compelled to express its views it would approve of the informatory double at all. The double is known to be played at the Portland, as elsewhere, but, as elsewhere again, the best players are understood to use it the most sparingly; and, apart from all questions of policy in play, there is an influential section of opinion which still objects to the informatory double on grounds of principle. Ever since the days of the great Pole-Cavendish controversy at which the permissibility of purely artificial conventions has been a matter of dispute. We, as a general rule, take to them less kindly than the Americans. Beyond doubt there are occasions—if less frequent than many enterprising players seem to think—when the informatory double rightly used, wins games. It has presumably come to stay. But there are many conservative players who, remembering what happened to whist in the United States, look with uneasiness at the possible opening of the gates to a horde of purely artificial conventions which it needs only a minimum of ingenuity to invent.

Behind all this, however, is the fact that the Portland Club has never regarded it as one of its functions to teach people how to play. Referees are not expected to teach boxing. The province of the club is the formation and interpretation of the laws; and it has not been by its *ex cathedra* rulings that the hundred-and-one maxims by which we guide our play to-day have been evolved. They have been discovered by the wisdom and spread abroad by the teaching—especially by the printed word—of the masters in succeeding generations. Never have there been so many masters, all teaching weekly in the Press, as now; and it is they who must carry on the good work; it is their hands that must pass on the torch. Whenever the task gets a little difficult, or the torch a trifle hot to hold, it is not reasonable that they should expect to shift responsibility on to the Card Committee.

Nor, if the truth be told, does there seem much excuse for calling for help now. It is extremely doubtful if there is as much uncertainty in regard to the use of the double as is represented. The principle that a double of three is always "business," but a double of one or two always "informatory" unless the doubler's partner has already made a suit bid—this principle is so nearly universally accepted now that it must inevitably become so in the immediate future.

AS' AIRMEN.

HARD TRAINING OF CAM-
BRIDGE UNIVERSITY.

ANNUAL CAMP.

It is very refreshing to come across an institution which has got behind official regulations, fits only vaguely into the usual scheme of things, but which impresses one immediately as excellent in conception and in operation. Of such a paradoxical nature is the Cambridge University Air Squadron.

I was privileged to visit it at its annual camp, or "attachment" as it is called, at Old Sarum aerodrome, writes an Aviation correspondent to the "Manchester Guardian." There, in a dozen bell-tents twenty-four undergraduates and young B.A.s have been living for a fortnight and training hard at flying and at learning all about the duties of the Royal Air Force. The squadron appears in the Air Force list because two regular officers (both Cambridge men) are posted to it for organisation and training. It is not a war organisation, however, and officially it adds nothing to the defence of the country. The pupils do not wear uniform and have accepted no military obligations. They get no pay, but on the contrary each pays £2 per annum to the squadron. But that the squadron is doing national work of high importance is beyond doubt.

The strength of the squadron is seventy-five flying members, but that number could easily be doubled. There is a long list of applicants, and only those undergraduates are admitted who intend to interest themselves seriously in flying. For instance, among the present members in camp is a son of Sir Auckland Geddes, whose uncle, Sir Eric, is chairman of the Imperial Airways. There is a headquarters in Cambridge where ground instruction is given, and flying is carried out during term at Duxford aerodrome on four afternoons a week. During term no pupil is allowed to fly solo unless he is a qualified pilot. However, a number of them are so qualified, and one at least is the owner of a private aeroplane, a D. H. 53. Not a few members have done from 50 to 100 hours' flying; one is credited with 127 hours. The squadron has absolutely no accidents to report.

Intensive Training.

"Attachment" at Old Sarum lasts for six weeks, and the squadron attends in three batches, each of which stays for a fortnight. Training is carried out on eight Avros with Lynx engines and Bristol fighters with Falcons. All the machines have a light blue band round them, and the varsity arms painted on the side of the fuselage.

In camp the members qualify for pilots' certificates. The six instructors are very hard-worked, for in fine weather every member flies twice or three times a day, and ground instruction goes on all the time. Machines are got out of the sheds at 7.30 a.m., and flying goes on fairly continuously until 2.30 p.m., often later. No pupil flies for more than half an hour at a time. Cricket and tennis matches against the officers of Old Sarum station provide exercise, and once a week or so the members are taken to watch aircraft working with the army on Salisbury Plain, or to visit Calshot or Felixstowe, where they can see something of seaplanes. The keenness of all the undergraduates is obvious, and all are working distinctly hard.

Although the squadron makes no attempt to influence the members, a considerable proportion of them do apply for university commissions in the Royal Air Force. Those with a pass degree receive twelve months' antedate and those who have taken honours get eighteen months. The Service is thus getting a number of officers of the best type, some of them wranglers, and others with honours in science, who are certain to be valuable acquisitions. As the cadet college at Cranwell has not recently been receiving as many applications from schools as is really desirable, it is most important that the R.A.F. should tap another source of supply. In addition, forty members of the Cambridge Squadron are officers of the R.A.F. Reserve, though they may not use their rank while in the squadron.

Apart from defence considerations the growth of the air spirit is of the utmost importance to the British Empire, and to foster this growth a Cambridge and Oxford is an excellent move by the Air Ministry, especially as the cost to the state of these two squadrons is very small.

CRICKET.

The following have been selected to represent the St. Andrew's Young Men's Club v. the K.B.S.F.P.A. at cricket to-morrow on the Central British School ground at King's Park. Match to commence at 2.15 p.m.

N. A. E. Mackay, D. J. N. Anderson, E. H. P. White, W. H. Kwan, E. A. Lee, A. Lee, R. Lee, R. Baldwin, S. Mac Nider, W. Brown, R. Bates.

PARIS, AIR SALON.

ENGLISH LADY FLIER AT
AVIATION PETE.

ONE BRITISH EXHIBIT.

While the R.A.F. was giving its bombing display at Hendon on June 30, the fifth annual aviation fete was being held just outside the gates of Paris, above the parade ground of Vincennes. In this fete there were two women competitors, Mademoiselle Bastie and Miss Spooner, of whom the latter, flying a Moth in the long-distance handicap from Paris to Antwerp and back, was the only English aviator taking part in the meeting. The President of the Republic and M. Poincaré were present, and the Presidents of the Chamber and the Senate will be at the meeting when it comes to an end, the "Observer" learns from a Paris correspondent.

The opening of this meeting followed the inauguration of the eleventh Salon de l'Aéronautique, at the Grand Palais.

From the point of view of the public who are not specialists, the most interesting exhibit in the show will probably be the Breguet machine, in which Costes and Le Briz accomplished their world tour. It has been set up, still in a suitably weather-stained condition, close to the entrance. All the important French builders have sent models, which occupy the greater part of the floor space. Some of it has, however, been allotted to foreign makers, especially the Italians and, above all, the Germans, who are taking part in the show for the first time and have been given very good positions.

German Folding Plane.

The Klemm-Daimler Company, of Sindelfingen, near Stuttgart, show a cheap lightwooden-framed aeroplane, with a 20 h.p. Mercedes engine, which can be folded in a few minutes into a width of under five feet. They advertise it as a week-end machine and also as particularly adapted for teaching, and indeed they give inclusive terms for turning out pilots in a maximum of eight weeks from their own schools. The Albatros Company, of Berlin-Johannisthal, have also brought a machine constructed for training and touring, the L75a ASS biplane, which has been adopted by the Berlin flying school.

The Junkers company, on the other hand, show their large W33 commercial and freight-carrying machine, all metal, with 250-h.p. L6 engine, the type of the "Bremen," which recently crossed the Atlantic from East to West. They claim that for many reasons it is the most practical commercial machine for all uses and all climates. They mention, by the way, that a British gold-mining company in New Guinea has adopted three of these machines for transport between the mine and the coast, thus reducing a difficult journey of weeks to a few hours.

Lone British Exhibitor.

The only British company which is this year showing a machine is the Bristol, whose single-seater all-metal fighter, although it is not in a very prominent position is universally remarked for the perfection of its workmanship, and it is certainly on a higher level than anything else in the exhibition. The only other British firm which is represented at all—except the Dunlop Company for its tyres—is the Armstrong Siddeley, who have brought some of their latest engines, which are being much admired, especially for their low weight in comparison with horsepower.

At Liverpool Assizes Messrs. Cooper agreed to pay £1,000 damages to James Edwards, aged 14, who slipped on ice left in front of their stores, fell into the roadway, was run over a lorry, and had to have his left arm amputated.

During the past year, state the Berks, Bucks, and Oxon Joint Vagrancy Committee, the number of vagrants relieved in their area was 179,489, an increase of 24,703 on the year before.

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News about China is anxiously awaited in several parts of the world at the moment. Messages have come to Hong Kong from several capitals indicating the degree of interest displayed in the activities of the Nationalist Government in diplomatic affairs. The "Overland China Mail" this week supplies the want of people in Europe and America who wish to know about the trend of affairs here.

America, Japan, France, Italy and Britain are a few of the countries whence despatches have emanated evincing a keen desire to be acquainted with developments in China. Business men and other friends will be grateful to residents of Hong Kong who send them a week's news in handy form, supplemented by comment, notes, explanations and special articles, such as will be found in the "Overland China Mail."

This week's "Overland," in addition to the usual features, is generously illustrated with photos and pictures of life in Hong Kong and China. It contains also a number of trade reviews of 1927 and the Full Court judgment in the *Batt's v. Silva-Netto* Appeal—a matter of great importance to trade.

WHEN YOU GO ON LEAVE.

Are you going Home on leave this year? If you are, you will be surprised by the number of persons who will ask you about China and Hong Kong. You will be astonished at the number and type of silly questions put to you in all good faith. And you will have to admit reluctantly (if only to yourself) that you are not quite certain. Will you be believed, though? Keep in touch with Hong Kong and China by having the "Overland China Mail" sent to you for a stipulated period.

By spending a little time while you are on holiday, you can keep yourself well informed if you have the "Overland." The articles which you will seek are written to help non-Chinese to understand. In any case, you will not regret, from your own point of view, being posted with the main developments (reported in brief) while you are away.

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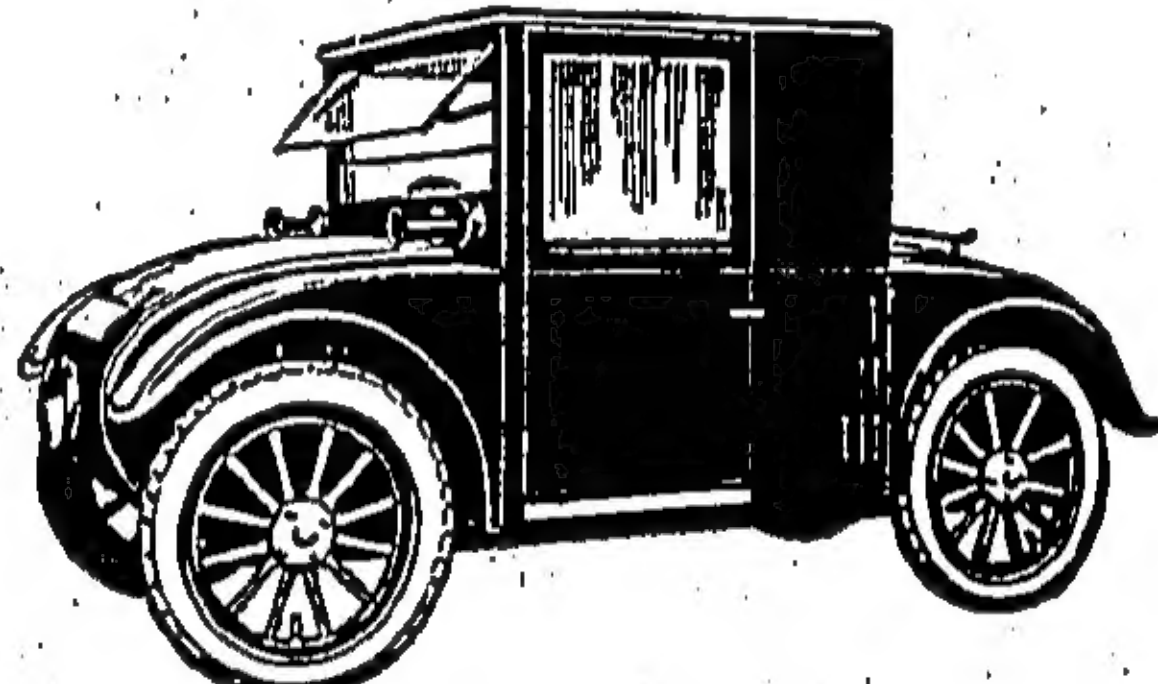
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LIMITS OF MUSIC.

(Continued from Page 10.)

This was inevitably followed by its logical inference. "Once there are no norms conditioning the phenomenon of beauty, musical beauty itself appears to be non-existent. Music, having been reduced to complete formlessness, since co-ordinates and landmarks of every kind have disappeared from it, has in these days arrived at the rejection of the fundamental spheres from which it set out—the spheres of expressiveness and euphony. The eras of the past established new paths to the attainment of beauty and new methods of acquiring the maximum of expressiveness, but this is not a characteristic feature of contemporary music, which denies the necessity for either. It desires frankly to be unexpressive and unbeautiful, and this leads to self-destruction, since labour devoted to things that have no beauty or emotional significance is of no use to anybody, and the significance of these principles (or lack of principles) cannot be likened to art, but must be included in the category of violations of the public peace and tranquillity.

This, of course, shows that music is exceeding its limits and is being transformed into non-music. On these questions I am quite objective. I know that many composers, conservative by conviction, are now writing indifferent, neutral, untalented, dull music, but it is music, and not something else. Even the very difficulty of producing interesting music to-day is perfectly natural and comprehensible because, as I have already said, the musical sphere is built over, and those musicians who might once have been recognized as geniuses, in view of their talents must now be satisfied with the modest title of epigoni. In this is contained only a bitter truth. But, on the other hand, men have appeared who write "violations of the public peace and tranquillity," possibly works of genius, witty, diverting—but not music. Every concept has its limitations, and to confuse them is only in the interests of the charlatans.

CACOPHONY.

Tonal combinations, lacking even the desire to be expressive and euphony have no right to be entitled music. You may tell me that the concepts of euphony and expressiveness are relative, but, whilst thoroughly agreeing with this, I would observe that the relativity of the concept of euphony consists merely in the fact that our ear gradually accustoms itself to a more and more complex tissue, on condition that the organization of the latter is such that its complexity becomes intelligible to us; or in the fact that the line of development of this tonal consciousness varies in different races and cultures. But

euphony is fundamentally a physiological concept, and therefore its axioms are the same for all those who have the same physiological organization. The toleration of cacophony is usually the result of a bad ear, or of a defective tonal culture. In this consists the difference between contemporary methods and that enrichment of euphony which was evident in music prior to the 20th century. In the 19th century the complex tonal phenomena in the sphere of euphony were more and more restricted, and a tonal consciousness was developed, but we now find in it, not an extension of the concept of euphony, but of a taste for cacophony, and the musical consciousness becomes un-exacting and rudimentary—it is a matter of indifference whether a thing be true or false, and on this point the musician, the contemporary composer, offers his hand to the man who simply has no ear for music.

Hence we now have in this art which has transgressed the bounds of music a series of characteristic phenomena. We saw earlier that at one time euphony was occasionally sacrificed for the sake of expressiveness—the innovators broke through the customary restraints of euphony in order to express new sensations. And conversely, expressiveness was diminished and curtailed for the sake of euphony, lest the former should exceed the limits of agreeableness. Now, however, there is confusion; the innovators destroy euphony for some reason unknown, since they reject the necessity for expressiveness. Music is occupying itself, strangely and without any justification, in the production of casual noises and sounds, and approximates more and more to unmitigated charlatanism, which counts on the public's confiding nature and want of development; or to the type of activity of the mentally afflicted. But the bulk of the people, who still possess the heritage of the age-long tradition of taste and simply an ear for music, unspoiled and not deficient, are beginning to understand that instead of bread they are offered a stone; that they are being nourished on products of an inferior quality; that the edifice of musical culture is being steadily undermined.

A training farm at Ridgmont, Beds, has sent sixty boys to Canada since January.

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GERMANY JEALOUS OF HER REPUTATION.

BAD SPORTSMANSHIP.

The question whether German sportsmanship is being maintained at the standard of fairness which is regarded in most countries as being essential to athletics has become the subject of lively discussion in the German Press says a British United Press message from Berlin.

Germans, it is pointed out, are awakening to the importance of sports as a peaceful and friendly means of cementing international relationships and of maintaining the good name of an entire nation.

The immediate cause of the discussion is the recent Olympic football match between Germany and Uruguay. The game, which resulted in a hard-fought victory for Uruguay, was marked by ugly incidents between the players of both countries.

Since then the Nuremberg football "star," Kalb, and his fellow-player, Richard Hofmann, have been subjected to disciplinary punishment by the German Football Association.

The Referee. At the same time the Football Association condemned the referee at the Amsterdam game as unfair, and emphasised that the German players resorted to an unfair roughness only after the referee had failed to shield them from "unprecedented insults."

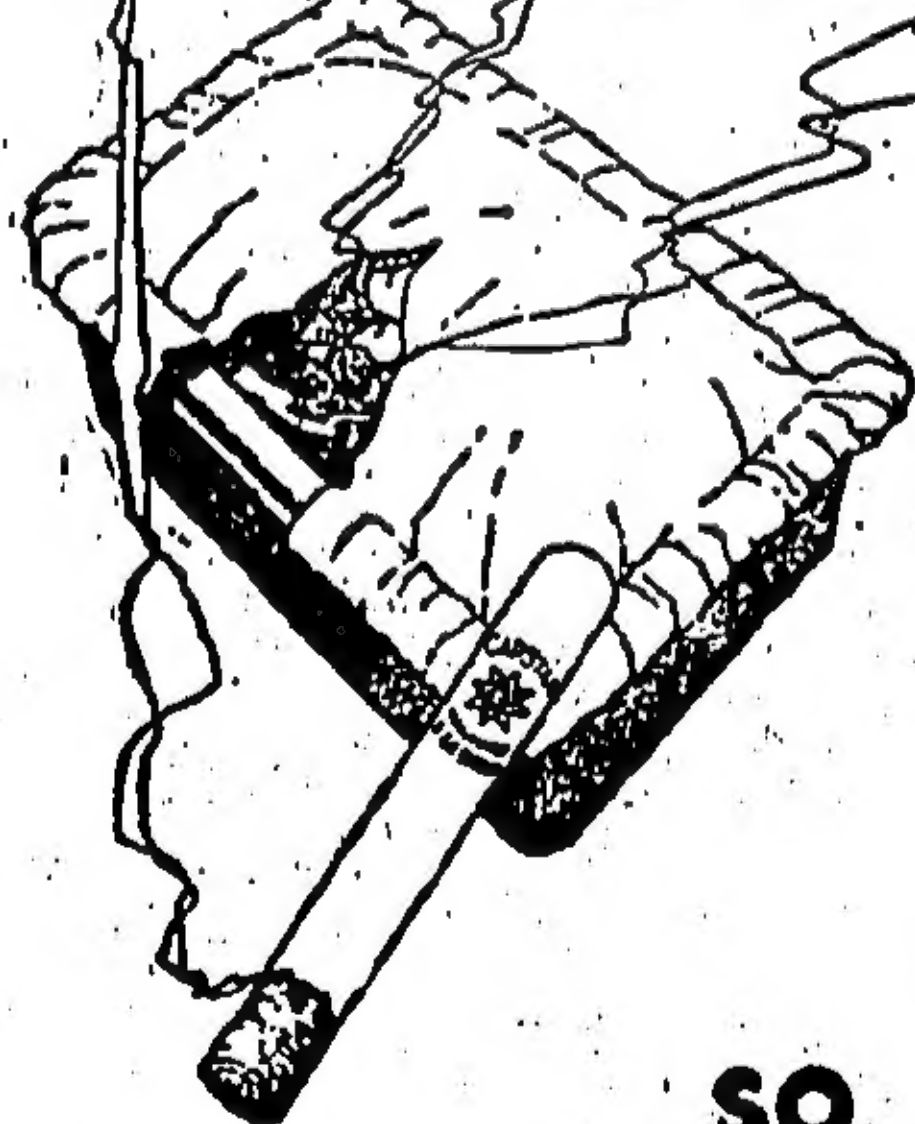
The opinion is growing in Germany that the attitude of a country in athletics is probably more vital to its reputation and to the sympathy of millions of people in other countries than any other factor.

"The Olympic Games," declares the democratic journal, the Frankfurter Zeitung, "are not of political importance."

Bitter criticism has been directed against the referee at the Amsterdam contest and also against those who provoked the German players to violation of the rules of sportsmanship. The two offending players have been the target for especially violent attacks.

Mrs. John Walter held a reception at Claridge's on June 28, in honour of the High Commissioner for Canada and Mrs. Larkin. Among the guests were:—The French Minister and Mme. de Fleuriau, the Japanese Charge d'Affaires, the Japanese Naval Attaché, Sir Charles Addis, Lady Addis and Miss Addis, Mr. E. W. Beatty, Sir Maurice and Lady de Bunsen, Viscount and Viscountess Ellbank, Colonel and Mrs. Hanbury, Lord and Lady Incheape, Lord and Lady Melchett, the Dowager Lady Swaythling, Lord and Lady Swaythling, Mr., Mrs. and Miss Sale, Mrs. Alec Tweedie, and Sir Hilton and Lady Young.

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LONDON SERVICE.

"GLAUCUS" 7th Aug. Marseilles, London, Rotterdam & Hamburg
"PHILOCTETES" 21st Aug. Marseilles, London, Rotterdam & Hamburg
"AENEAS" 4th Sept. Marseilles, London, Rotterdam & Hamburg

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"FLEMIUS" 17th Sept. Boston, New York & Baltimore

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POST OFFICE NOTICE.

Letters and postcards for Europe and the British Isles are forwarded via Siberia if so superscribed.

INWARD MAILS.

From	Per
FRIDAY, AUGUST 3.	
Europe via Suez (Letters and Papers London 5th July and Parcels 28th June)	Kalyan
SATURDAY, AUGUST 4.	
U.S.A., Honolulu, Japan and Shanghai	President Madison
Shanghai	Namsang
SUNDAY, AUGUST 5.	
Manila	Empress of Canada
WEDNESDAY, AUGUST 8.	
Australia and Manila	Tanda
FRIDAY, AUGUST 10.	
Japan and Shanghai	Atsuta Maru
MONDAY, AUGUST 13.	
U.S.A., Canada, Japan and Shanghai	President Pierce
THURSDAY, AUGUST 16.	
Australia and Manila	Tango Maru

OUTWARD MAILS.

For	Per
FRIDAY, AUGUST 3.	
Sam Shui and Wuchow	Kong Ning 4.30 p.m.
Holhow	Devawangse 5 p.m.
Shanghai and Europe via Siberia	Suiyang 6 p.m.
Straits, Ceylon, India, Mauritius, E. & C. Africa, Aden, Egypt and Europe via Marseilles—due Marseilles, 2nd Sept. K.P.O. Parcels 4.30 p.m. Registration (Aug. 4th) 10 a.m. G.P.O. Letters (Aug. 4th) 10 a.m. G.P.O. Parcels 5 p.m. Registrations (Aug. 4th) 9.45 a.m. Letters (Aug. 4th) 10.30 a.m.	Kashmir
SATURDAY, AUGUST 4.	
Haiphong	Song Bo 8.30 a.m.
Shanghai, Japan and Europe via Siberia	Kalyan 10 a.m.
Manila	Pres. Madison 4.30 p.m.
Amoy	Namsang 5 p.m.
SUNDAY, AUGUST 5.	
Bangkok via Swatow	Kaying 9 a.m.
Swatow, Amoy and Formosa	Kishu Maru 9 a.m.
MONDAY, AUGUST 6.	
Swatow	Luchow 10.30 a.m.
Shanghai and Japan	Suwa Maru 10.30 a.m.
Straits and Calcutta. Parcels noon. Letters 1 p.m.	Ho Sang
Amoy	Shantung 5 p.m.
Shanghai, Japan, Canada, U.S.A., C. & S. America and Europe via Victoria, B.C.—due Victoria, B.C., 27th Aug. Parcels 5 p.m. Registration (Aug. 7th) 9.45 a.m. Letters (Aug. 7th) 10.30 a.m.	Pres. Cleveland
TUESDAY, AUGUST 7.	
Straits, Egypt and Europe via Marseilles—due Marseilles, 7th Sept. K.P.O. Registration 1 p.m. Letters 1 p.m. G.P.O. Registration 1.45 p.m. Letters 2.30 p.m.	Glaucus

*Correspondence bearing vessel's name only.

TRYING TO "DRAW" THE PREMIER.

NON-COMMITTAL.

M. P.'S WANT TO KNOW MORE OF "DISCREPANCIES."

MR. CHURCHILL'S REMARKS.

London, Yesterday.

A further effort to "draw" the Premier on the subject of the discrepancies in the speeches of Mr. Churchill and Sir Wm. Joynson-Hicks, made at question-time in the House of Commons, elicited a non-committal statement.

Mr. Baldwin pointed out that the Chancellor's statement was in accordance with the election programme of 1924 while Sir Wm. Joynson-Hicks had truly said that certain questions were worthy of consideration.

Questioned on the specific point of safeguarding the iron and steel industries Mr. Baldwin said the Government adhered to the decision of 1925 after the matter had been examined by the Committee of Civil Research. He declared that the Government's rating scheme would appreciably reduce the overhead costs in the iron and steel industries while the reduction in railway freights would also tend to improve the competitive position of this basic industry.

Mr. Churchill's speech, mentioned by Mr. Baldwin, was made at the conclusion of the unemployment debate on July 24, when he said that any fundamental reversal of the fiscal system should not be contemplated, but that we were perfectly free to develop exceptional measures for special culture and particular trades.—Reuter.

SORDID STORY.

CHINESE WOMAN CHARGED WITH HARBOURING.

When a Chinese woman was, yesterday afternoon, charged before Major C. Wilson, O.B.E., on three counts of harbouring and procuring a girl, and of using her flat at No. 20, Peel-street for an immoral purpose, a story was told in Court of how the girl ran away from her home after she had been beaten by her parents for staying out at night.

The allegation of the prosecution is that the accused woman took half of the immoral earnings of the girl. The girl was discovered by her uncle, who employed a decoy to induce her to go into the street. She was then seized by the uncle who was accompanied by the police, and the accused was arrested.

The girl confessed, in examination by Mr. Hin-shing Lo, for the defence, that she had fallen from virtue before she went to accused's house. Her betrayer was employed as an interpreter at the Shamshui Police Station, and they stayed together at the Asia Hotel, Yaumatei. When she made a confession to her parents, her father said: "Leave the matter there, never mind." She admitted in further examination that her mother ordered her to leave home because she was disobedient and often stayed away overnight. The case was adjourned.

UNLUCKY TAILOR.

BADLY ASSAULTED BY ARMED MEN.

While coming down the staircase after visiting a friend at the Chin Ching Kee Ningpo Seamen's Boarding house, Third-street, West Point, yesterday afternoon, a Chinese tailor, named Sang Heung-sang, was knocked down and assaulted by four armed men. He was robbed of \$4.45 and a pair of spectacles. After reporting the outrage at the No. 7 Police Station, he was taken to the Government Civil Hospital in a serious condition.

TRICK CYCLIST.

"This trick of riding without hands on the bar on a lonely road is no doubt safe, but Nathan-road is neither lonely nor safe," said Mr. W. Schofield at the Kowloon Magistrate's court this morning, to a Chinese youth, charged with riding in a reckless and negligent manner yesterday afternoon on Nathan-road. The Magistrate, warning the youth not to repeat the offence, imposed a fine of \$4.

CABLES V. WIRELESS MERGER.

VIOLENT ATTACK.

LABOUR M. P. REFERS TO "ROBBING THE EMPIRE."

MARCONI "LISTENS-IN."

London, Yesterday.

"It is a definite conspiracy to rob the Empire of one of its greatest potential assets" was the description applied to the wireless-cable merger by the Labour member, Mr. W. Baker, in opening the Opposition attack in the debate on the Cables and Wireless report.

Mr. Baker alleged that there was interlocking of the British and American Companies already, although the danger of transference of communications to American hands was a feature of the campaign, which had resulted in the merger.

Sir John Gilmour, replying as Chairman of the Conference, assured British people that no compulsion or dictatorship had been exercised upon the Conference. This was a good bargain, for the State had secured a public and efficient service at the cheapest possible rate while safeguarding the strategic position which necessarily would depend upon cables at least for some years. The British Government in deciding to accept the report, was convinced that they were acting in the public interest, and they proposed to enter upon negotiations with the Companies with a view to an agreement on lines indicated in the report.—Reuter.

Marconi Co.'s Views.

Later.

The Marconi Company announce that it is hoped to form a merger company as soon as the necessarily protracted legal formalities can be carried out, when the merger company will offer the shareholders of the Cable Companies and the Marconi Company, respectively, to acquire their shares in exchange for shares in the merger company.

In the Distinguished Strangers' gallery of the House of Commons, Commandatore Marconi listened to the wireless and cables debate.

Mr. Baker Rebuked.

Mr. L. S. Amery (Overseas Secretary) in winding-up, chided Mr. Baker and affirmed that it had been clearly shown that there was no possibility of the Dominions' Governments participating in an Inter-Imperial or Inter-Government-owned unitary system.

The cables and wireless debate in the House of Commons has been dropped.—Reuter.

Further Details.

London, Yesterday.

The British Wireless report states that the principal recommendations of the report are, firstly, the formation of a great merger between the Eastern Extension and Western Telegraph Companies and the Marconi Wireless Telegraph Company, uniting and combining cable and wireless communications throughout the Empire and, secondly, the promotion of a Communications Company with an initial capital of £30,000,000 to acquire the communication assets of the Cable and Marconi companies as well as the lease of the Post Office beam systems.

Sir John Gilmour, on behalf of the Government, said that having fully considered the report, the Government had decided to accept it and put its recommendations into effect. They felt convinced that they were acting in the best interest of the public generally and of the users of the services in particular, for it was only in this way that all the necessary communications between the various parts of the Empire could be maintained and developed without undue cost to the public.

The Government proposed to enter forthwith into negotiations with the Companies concerned with a view to drawing up a formal agreement on the lines recommended by the conference. Sir J. Gilmour added that in announcing this decision the Government were fortified with the knowledge that the attitude of other Governments concerned was generally favourable to the recommendations of the Conference al-

U.S. & ANGLO-FRENCH AGREEMENT.

"INFORMAL" VIEWS.

WASHINGTON READY TO SEND DELEGATION.

DISARMAMENT PROBLEM.

Washington, Yesterday.

The State Department, which has carefully examined the provisions of the Anglo-French Naval Disarmament Agreement, has informally announced its readiness to send another American Delegation to the Preparatory Disarmament Conference at Geneva should the new development result in the re-opening of discussions.

The Navy Department officials point out that a fundamental change in the naval situation has been created by the possibilities which the Franco-British Agreement presents for the limitation of submarine construction.—Reuter's American Service.

LABOUR GROWL.

DISCUSSION ON INDIAN AFFAIRS.

"AMONG THE SCRAPES."

London, Yesterday.

In the House of Commons during the debate on the second reading of the Appropriation Bill the Labour Member Mr. Johnson initiated a discussion on Indian affairs on behalf of the opposition and protested against the system of relegating the affairs of 330,000,000 people to an hour or two among the scraps at the end of the session.—Reuter.

A MYSTERY.

IS IT MURDER OR SUICIDE?

POLICE IN A QUANDARY.

The body of a Chinese, aged about 40 years, who was identified as Tsang Kwan, a native of Waichow, was yesterday afternoon found by the Mongkok police at the junction of Hong Lok and Nelson-streets. The man, who had been dead for some time, had a long knife stuck into his stomach. Great force must have been used in making the stab as the knife passed right through the body and the point came out at the dead man's back.

When the body was found, the dead man's left hand was clutching the hilt of the dagger, giving the impression that he had committed suicide by stabbing himself.

The police theory was that the dead man had been the victim of foul play, and the body had been arranged after death to give the impression of suicide.

This morning, however, the investigators have turned their attention to the possibility of suicide, which theory is supported to this extent that there were no signs of any struggle at the spot where the body was found.

The wound in the body, it was found, could have been self-inflicted by the man plunging the knife into his stomach with both hands. The fact that the right hand was lying by the side of the body was consistent with the natural instinct in falling after the infliction of the fatal wound, the dead man had released his grip on the hilt of the dagger and put out his right hand to break the weight of his fall to the ground.

Both the murder and suicide theory are being carefully considered, and as soon as the autopsy has been completed, it is hoped to be able to arrive at a definite conclusion as to how the unfortunate man met his death.

though there were necessarily certain aspects to which those other Governments wished to give further consideration or in regard to which fuller information was required. In response to telegraphic inquiries, replies had been received from the Canadian, Australian, New Zealand, South African, Irish Free State and Indian Governments showing that on all hands and from every quarter of the Empire there was a measure of accord on the general principles which the conference had laid down.

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